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FOUNDED 1861 六拜禮 號八十月二英港香 SATURDAY, FEBRUARY 18, 1928. 日七廿月一

"OFF DAY" AT THE RACES.

GOOD SPORT THIS AFTERNOON.

SUB. GRIFFINS CHAMPIONS WON BY FAVOURITE.

THE FULL RESULTS.

The weather was fine but cold for the "Off Day" at the Races, and a big crowd gathered to witness the racing and to try their luck in the sweeps and pari-mutuel. The race was in excellent condition, being on the fast side.

A noteworthy feature was the absence of the Dunbar stable ponies, said to be due to the fact that enough victories had already been won!

The main event of the day, the Subscription Griffins Champions, brought out six starters, and resulted in a narrow win for the favourite, Major Lake's Dumfries, from Gila Eve, only half a length separating the two ponies at the post. Hereford was third, four lengths away.

1.—The "Hay And Corn" Stakes.—Winner \$400. Second \$150. Third \$75. For Subscription Griffins of any season that have started at least twice at this Meeting and have not won. Weight for inches as per scale. (Jockey allowance.) Five Furlongs.

Mr. C. T. C.'s Northern Stag (Mr. Harriman) 1
Messrs. Dyer and Beth's Loch Tummel (Mr. Reidy) 2
Mr. Wayfong's Brown Jug (Mr. Heard) 3

Thirteen starters. Neck; half-length.
Time:—1 min. 18 sec.
Pari-Mutuel.—Winner, \$52.00; 1st, \$8.80; 2nd, \$9.30; 3rd, \$6.60.

2.—The "Latterer" Stakes.—Winner \$400. Second \$150. Third \$75. For Griffins of this Meeting that have started at least twice and have not won. Weight for inches as per scale. (Jockey allowance.) Five Furlongs.

Mr. K. H. Kay's Comrade (Mr. Pote Hunt) 1
Messrs. K. C. Lau's and H. C. Lee's Duke of Vernon (Mr. Maitland) 2
Mrs. R. J. Paterson's Boukka (Mr. Bulteel) 3

Four starters. Three lengths; four lengths.
Time:—1 min. 14 sec.
Pari-Mutuel.—Winner, \$8.90; 1st, \$6.50; 2nd, \$5.60.

3.—The "All Out" Stakes.—Winner \$400. Second \$150. Third \$75. For all China Ponies that have started at least twice at this Meeting and have not won. Weight for inches as per scale. (Jockey allowance.) Five Furlongs.

Mr. Dynasty's King of the Plains (Mr. Hamovitch) 1
Mr. R. M. Austin's Grey Knight (Mr. Clark) 2
Mr. Eve's Bright Eve (Mr. Pote Hunt) 3

Eleven starters. A length; a neck.
Time:—1 min. 16 2/5 sec.
Pari-Mutuel.—Winner, \$22.30; 1st, \$10.50; 2nd, \$11.80; 3rd, \$16.30.

4.—The Tytam Handicap.—"A" Class. Winner \$600. Second \$200. Third \$100. For Subscription Griffins of this Meeting that have started at least twice. The race may be divided into two classes at the discretion of the handicapper. One Mile. Stakes to be same for both classes.

Mr. Moon's O-Moon (Mr. Wong) 1
Mr. H. L. Yung's Chatto (Mr. Usher) 2
Mr. C. T. C.'s Southern Stag (Mr. Harriman) 3

Nine starters. Three lengths; a head.
Time:—2 min. 10 1/5 sec.
Pari-Mutuel.—Winner, \$12.40; 1st, \$7.00; 2nd, \$9.10; 3rd, \$8.60.

5.—The Tytam Handicap.—"B" Class. Messrs. Stanton and Reidy's Tarzan (Mr. Stanton) 1
Mr. F. C. Hall's The Gannet (Mr. Maitland) 2
Messrs. Dyer and Beth's Loch Tay (Mr. Heard) 3

Sixteen starters. A neck; a length.
Time:—2 min. 11 1/5 sec.
Pari-Mutuel.—Winner, \$78.00; 1st, \$20.40; 2nd, \$9.20; 3rd, \$8.30.

(Continued on Page 18.)

R.A.F. MACHINES COLLIDE.

FLYING OFFICER DIES FROM INJURIES.

ANOTHER NOT HURT.

London, Feb. 17.

When flying over the cliffs near Capel, between Folkestone and Dover, this afternoon, two Royal Air Force aeroplanes collided at a height of 2,000 feet, and crashed. The machines were single-seater Grobos. They belonged to the 25th Squadron at Hawkinge and were piloted by Flying Officer Welsh and Flying Officer Watson.

Flying Officer Watson was picked up badly injured, and died later. Flying Officer Welsh dropped by parachute from his machine when about 1,000 feet up. He was carried nearly half a mile by the parachute before falling on telegraph wires on the Folkestone-Dover main road. The fall broke the wires, but Welsh escaped injury.—British Wireless.

AVERTING A COTTON CALAMITY.

EMPLOYERS AND OPERATIVES TO MEET AGAIN.

London, Feb. 17.

After a series of anxious meetings in Manchester and in consultation with the Manufacturers' Association, the Master Cotton Spinners' Federation has decided to send a joint letter inviting the representatives of the cotton operatives to a further joint conference to be held on February 21st.

No mention has been made of the serving of notices on the operatives to terminate the present wages and hours agreement.

The operatives leaders have replied to the employers' invitation to the joint conference, signifying their acceptance.—Reuter.

GREAT SCIENTIFIC DISCOVERY.

CANCER AND THE NERVOUS SYSTEM.

Montreal, Feb. 17.
Dr. Oertel, director of the McGill University Pathological Institute, has established the presence of nerves in human cancers and other malignant tumours, thus it is suggested, pointing to a possible connection of the cancerous growth with the nervous system.

The discovery opens up new possibilities of the advance of the knowledge of tumours and their treatment.—Reuter.

NEW DUTCH MINISTRY.

WAR AND MARINE DEPARTMENTS COMBINED.

The Hague, Feb. 17.
The First Chamber of the States-General has passed by 27 votes to 18, a Bill providing for the amalgamation of the Ministry of War with the Ministry of Marine. The new Ministry will be called the Ministry of National Defence.—Reuter.

WOMEN & CONSULAR SERVICE.

FRENCH GOVERNMENT'S NEW DECREE.

Paris, Feb. 17.
Women will be permitted to complete their examinations in certain branches of the Consular Service, but will only be eligible for posts at headquarters, according to a new decree published to-day.—Reuter.

EASTER FESTIVAL DEBATE.

BILL AUTHORIZING A FIXED DATE.

TWO EASTERS, SECULAR AND RELIGIOUS, FEARED.

GOOD WEATHER PLEA.

London, Feb. 17.

After an interesting debate, the House of Commons passed the second reading of the Bill providing for the stabilisation of Easter, which fixes the festival on the first Sunday after the second Saturday in April.

Moving the second reading, Captain Bourne (Conservative) said that when this question was referred to the Council of the League of Nations, there was almost unanimity of opinion that the date chosen should be towards the end of the first part of April, after the second Sunday and not later than the third.

The date in the Bill was an attempt to compromise between these views. It was provided that the Bill, if it were passed, should not come into operation until a date to be fixed by the Government, because this country could not stabilise Easter with total disregard of the rest of the world.

A Warning.

Sir Henry Slesser (Labour) moved the rejection of the Bill, declaring that no adequate reason had been shown for altering the system of fixing the religious festival, which had existed for 1,600 years.

He pointed out that the Roman Church could not come to a decision on the subject because no change could be made by the Occumenical Council which would not be held until next year.

The Anglican and Greek Churches were not prepared to act except in agreement with other churches.

If the Bill became law without an agreement with the churches there would be two Eassters, secular and religious, and consequent confusion.

Mr. Merriman (Conservative) introduced an amendment in which he declared that if Easter immediately followed the full moon, better chance of good weather was afforded, and he cited statistics to illustrate his point.

Matter for House.

Sir William Joynton Hicks, the Home Secretary, said that the Government desired to leave this matter entirely to the decision of the House. If the House passed the Bill, the Government would regard it as an intimation of their wish for the Government to proceed with various inquiries.

Fortified with the view of the House, the Government could go definitely to the other countries of Europe and ecclesiastical authorities, and say the House of Commons had adopted it.

He would then ask the Foreign Secretary to summon a conference of the nations interested.

Sir Henry Slesser withdrew his amendment, and the Bill was read a second time without a division.—British Wireless.

London, Feb. 17.
The private Bill providing for the stabilisation of Easter Day on the first Sunday after the second Saturday in April, passed the second reading in the House of Commons to-day on a unanimous vote.

Whenever the other European countries agree to a similar measure, the Government has undertaken to adopt the Bill. The Government has also undertaken to initiate international negotiations.—Reuter.

NEW AIR MAIL SERVICE.

MEXICO CITY, FEB. 17.

President Calles has approved the plans of the air-mail service linking up Mexico City with Laredo, Texas. The service is expected to be opened very shortly.—Reuter's American Service.

TO-DAY.

Dollar on demand 2/ 3/16.
Lighting-up 6.21 p.m.

OFFICIAL VISIT TO MALAYA.

MR. ORMSBY-GORE TO STUDY CONDITIONS.

CEYLON INCLUDED.

London, Feb. 18.

The Colonial Office announces that, at the request of the Secretary of State for the Colonies, Mr. W. G. Ormsby-Gore, Colonial Under-Secretary, will pay a short visit to the Straits Settlements and Malay States. He will be accompanied by Mr. Crensy, of the Colonial Office, and Mr. Lloyd, Secretary of the Research Grants Committee of the Empire Marketing Board.

The principal object of Mr. Ormsby-Gore's visit will be to report on scientific and economic developments in British Malaya, and, in particular, on the progress of the Medical, Agricultural, Veterinary, Forestry and Education Department.

Mr. Ormsby-Gore will leave England on March 18th and arrive at Penang on April 6th. He will leave Singapore on June 1st and will spend a fortnight in Ceylon, on his return journey, in order to visit the Agricultural Research Stations in that island. He expects to be back in England in the first week of July. He hopes to pay a brief visit to the scientific and research stations at Buitenzorg, in Java, during the latter half of May.

Mr. Ormsby-Gore will confer with the Colonial Governments regarding the recommendations of the Colonial Office Conference of last year and on matters arising out of the Imperial Agricultural Research Conference. His report, which will be analogous to that on his visit to British West Africa in 1926, will be presented to Parliament.—British Wireless.

LORD OXFORD'S DEATH.

WARM TRIBUTE FROM AUSTRALIA.

London, Feb. 17.

Mr. W. M. Bruce, the Australian Premier, has telegraphed to Mr. Baldwin, saying:—"On behalf of the Government and people of Australia, I desire to convey deep sympathy to the citizens of Great Britain on the death of the Earl of Oxford. Throughout his long life of public service, he set a high standard of disinterested statesmanship. His efforts on behalf of the Empire in the Great War will never be forgotten. We mourn him as a great Empire leader whose ideals of unselfish service will serve as an inspiration for many generations."—British Wireless.

AMERICA'S LITTLE WAR.

"HORSE MARINES" ACTIVE IN NICARAGUA.

Managua, Feb. 17.
"Horse Marines" have materialised in the region of Matagalpa, where a detachment of United States Marines have been given horses in order to give them the same mobility as the rebels.

These mounted forces are now chasing General Sandino, who was last reported to be in that region. Meanwhile about a hundred of Sandino's followers raided the town of Trinidad on Wednesday night and seized supplies.—Reuter's American Service.

YANGTZE POSITION.

MILITARY OUTLOOK STILL OBSCURE.

Ichang, Feb. 17.
It is said that General Ho Chen is approaching here.

The military position in Ichang, Shantung and other places down the river, to Temple Hill, remains obscure.—Naval Wireless.

ATTEMPT ON LIFE OF C. C. WU.

MIRACULOUS ESCAPE AT SHORT RANGE.

FULL STORY OF SINGAPORE OUTRAGE.

DR. LIM SHOT IN FACE.

The most sensational political outrage that has occurred in the Colony for many years took place yesterday afternoon at Singapore (says the Straits Times) of the 9th instant) when an unsuccessful attempt was made to assassinate Dr. C. C. Wu, a leading figure in the Nationalist movement in China, and Dr. Lim Boon-keng, one of the most respected members of the Straits Chinese community, was wounded in the face by a revolver bullet.

The outrage occurred outside the Chinese Chamber of Commerce building in Hill Street shortly after 6.30 in the afternoon. Dr. Wu had been addressing a meeting there at which many of the prominent Chinese residents of the city were present.

Several Shots.

When it was over he left the building with Mr. Lim Boon-keng, and as they walked towards the latter's car Dr. Wu noticed a man step out from the crowd and level something at him. He dodged, and the man fired. Dr. Wu ran behind a car, and the man fired several more shots. Dr. Wu ran across the street, jumped into a car belonging to Mr. Ho See-koon, and drove away unharmed.

Unfortunately Dr. Lim Boon-keng, who had come out behind Dr. Wu, was struck in the face by a bullet. He fell with his face streaming with blood, but when he was examined at the General Hospital, shortly afterwards it was discovered that the wound, though serious enough, was not of a fatal nature.

Bombs in Thermos Flasks.

Two bombs were also thrown, and both exploded, but although there were crowds of people about no one was hurt. The bombs were of primitive manufacture, consisting of thermos flasks packed with nails and broken glass and some explosive substance.

The gunman tried to escape into a lane off Hill Street, but he was seen and chased by some of the spectators, and was eventually caught by two Malays in the compound of Mr. B. Parry's house in Fort Canning Road. A revolver which had been freshly discharged was found at the back of the Saturday Post publishing company's premises in Hill Street.

The would-be assassin fired five shots altogether, and Dr. Wu had a miraculous escape, for the first shot was fired at a range of about ten feet. It was fortunate that, owing to a mistake which had been made in the programme arranged for the Nationalist Mission's visit to Mr. Wu Han-min and Mr. Sun Fo, they were not present at the meeting.

Bent Down from Shanghai.

There is strong ground for believing that the gunman, who is a Cantonese, was sent down from Shanghai by the Communist Party in that city to assassinate the three leaders, Dr. Wu, Mr. Wu Han-min and Mr. Sun Fo. He denies that he threw the two bombs, and these were probably thrown by other Communists who are believed to have accompanied him down from Shanghai.

The sympathy of all sections of the public will be extended to Dr. Lim Boon-keng, who, before he left Singapore, to become president of Amoy University, was the leader of social and intellectual activities among his own community, and whose long record of public service and outstanding ability had won for him universal respect and esteem. He recently gave up his work at Amoy and returned to live in Singapore. On inquiry at the General Hospital this morning the Straits Times was informed that Dr. Lim Boon-keng was progressing well, but his wound, which is on the lower part of the face, is of a painful and difficult character.

(Continued on page 10.)

Bulls and Inners

From the Office Butts.

The only people who profited by the victory of Sitting Bull must have been those of the Inner circle. Otherwise, crime in the district is normal.

Sommes.—To dream of being locked up in a wine cellar means that your braces are beginning to weaken.

A Kowloon Dock resident infected by the radio bug gloats over receiving "Gym y Tnyggslaw" the other evening. He must have got Wales.

Reader.—If he won't reply to your letter use a stockingful of stones.

If you think that in Rotary you stand no chance of being chosen to represent your particular line of business, then the obvious thing to do is to deprecate the movement.

P. W. D. at the Races.—Punters Win Dividends.

A stray bat from the belfry: "Why don't globe-trotters trot?"

"Wild ducks are called flappers before they can fly," says the Post. But are not wild flappers all fly?

Some men are born great, others achieve greatness, and some just grate upon us.

Judging from the Teapot Dome case, crude oil can't be any cruder than the way they get it.

The report that a Spanish soprano sang throughout an earthquake in Mexico, suggests that it may have been only a tremolo.

The Y.M.C.A. has dropped the "Red Triangle." This will mean some certain bands of members a valuable instrument gone.

Mr. Lloyd George's prediction of a big Conservative slump at the next election is a decidedly Liberal one.

People who sleep in theatres should not throw stones.

Mr. R. A. D. Forrest fined a scavenger last week. The latter did not refuse.

Iphigene takes no notice of race week-ends that last until about Thursday.

If some of the punters did not get in a Pickle, they certainly found a Peck of trouble.

This week's book:—"An Old Wife's Tale" by Noah Badjin.

Another good way to wreck an Association:—Get sore if you are not appointed on committees; but if you are, do not attend committee meetings. If asked by the chairman to give your opinion on some matter, tell him you have nothing to say. After the meeting, tell everyone how things should be done.

Things are looking up. Several gadding machines have been introduced into local offices during the past week.

Some of our telephone girls must be good at bridge—particularly dummy.

The O.B.I. is awarded this week to the hardy Peak gentleman who ordered his boy to put some ice in his cold bath.

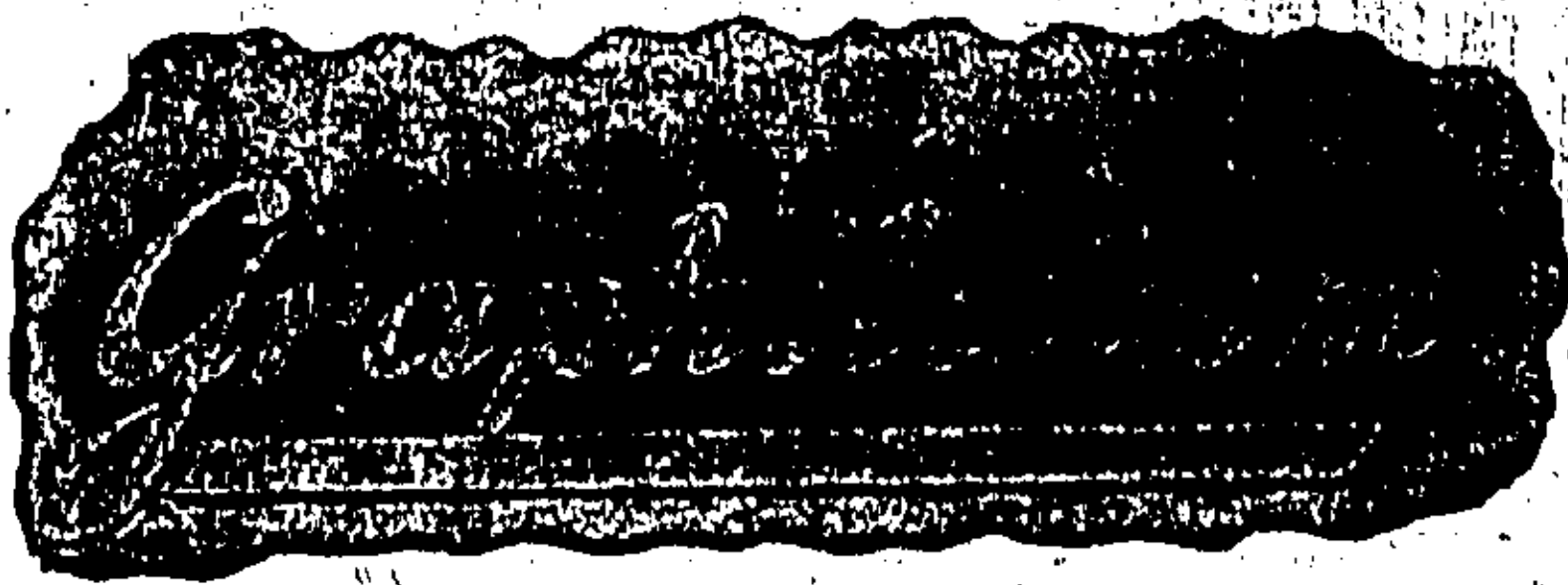
MacWhirter, he says in the matter of flyin' that he prefers to start from the bottom—and stay basom.

One excellent way to measure the emotions during race week is motorists was because they were too busy to count the stubs in your cheque sufficiently Austin-tious.

Violent.—It is not true that the grass will grow almost anywhere. Look at some of our bowling greens. But others, thought-differently. Quite a big But.

There is no connection between the Bayard Company's "Whipped into Happiness" and the Rotary "Why should a man utter a bad word, when it can speak for itself?" movement.

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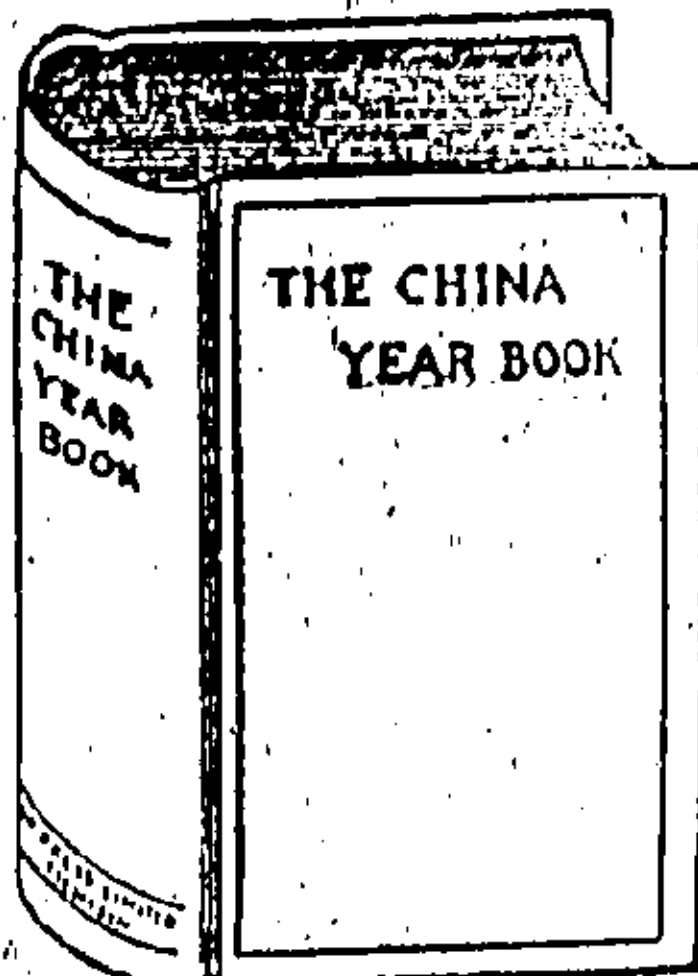
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ST. PETER'S Y. M. CLUB.

DINNER AND DANCE.

To mark the first year of its existence, members of St. Peter's Young Men's Club held a dinner and dance at Lane Crawford's Cafe last evening, the occasion being in the nature of a reunion in which members and their friends participated. A convivial gathering sat down to dinner, the serving of the dessert course ushering in a number of toasts and speeches to which those present subscribed in enthusiastic strain.

The toast to His Majesty the King and to the Republic of China having been proposed by the Rev. N. V. Halward, Chairman of the Club, and drunk by the gathering, the Hon. Dr. R. H. Kotewall, patron of the Club, followed with a toast to the Club, in doing so, he said:

I am Patron of St. Peter's Club. A patron is a kind of amphibious animal (Laughter), who is, and is not, of the institution from which he derives his distinction. His status is such that he can be called upon by the Committee to propose the toast of the institution as an outsider, or to propose as an insider the health of the guests. To-night the mandate has gone forth that I am to undertake the former task, and the Committee has compensated me with a free dinner. (Laughter and applause.)

Record of Achievements.

It is with very great pleasure—not altogether born of the free dinner, I assure you—that I now submit to you the success of St. Peter's Church Young Men's Club. The Club has been in existence for fifteen months; and during that comparatively short period, it has already a record of achievements of which any institution of its kind may well be proud. (Hear, hear.) I need not dwell upon the Club's aims and objects, nor its activities and achievements, so familiar are they to you all. But what I want to say is this, that section of its social amenities which has an irresistible attraction for me, is its now famous debates. Its members and their friends have grappled with many social and public problems of the most intricate, nature, with a courage and confidence that might well excite the envy of Winston Churchill or Commander Kenworthy. In my youthful days, ever so long ago, when I knew so much more than I do to-day, I too, took part in quite a number of debates. I remember that my friend Fred Mow Fung, whom I am glad to see here this evening, always took the opposite side against me, and beat me every time. I also remember that on one occasion we audacious spirits held a solemn Court of Justice to try a man accused of the awful crime of "murder." I was counsel for the defence, and the prisoner was sentenced to be hanged. The poor fellow has not forgiven me to this day! (Laughter.)

Work of Officials.

Ladies and gentlemen, the success of St. Peter's Club is to a large extent due to the exertions of the Committee, particularly of its Chairman the Rev. N. V. Halward, and the two energetic and able, honorary secretaries, Mr. George Zimmermann and Mr. Peter Pau. (Applause.) Much of that success is also due to the sympathetic encouragement and kind support of His Lordship the Bishop of Victoria and the Rev. Copley Moyle who acted respectively as President and Vice-President in the first, and probably the most difficult, year of its existence. The very Reverend the Dean has now succeeded His Lordship as President, and from him the members will no doubt receive the same measure of encouragement and support. (Hear, hear.)

The Club not content with a mundane patron, has also its Patron Saint, St. Peter. A most human and lovable character St. Peter must have been, always girding up his loins and getting

on with the business in hand, just like the members of your own Committee who must have modelled themselves on that splendid example. (Applause.) St. Peter was a sailor and fisherman. As a sailor he must find the proximity of the Sailors Home to his Church down Queen's Road West very congenial. (Laughter.) As a fisherman, it must have gladdened his heart to see his followers make such a goodly haul at the Garden Fete in November last. Ladies and gentlemen, by these remarks I intend no irreverence. In speaking of the earliest exponents of the Christian faith with the reverence which is their due, we need not forget their human qualities which endear them to us, and which render the path of rectitude so much easier for us to tread. If the young fellows of St. Peter's Club have no more than merely tried to do good, it is already something achieved.

I like to associate myself with young people. A man getting on in years, as I am, must feel some thrill of pleasure in being associated with youth, which helps him to recapture something of the buoyancy, something of the hope and aspirations of his own youth; which enables him to retire for a time into the enchanted citadel of recollection, where he may rest from activities that no longer have charms for him. St. Peter's Club has, however, for the old no less than the young for its universal appeal—the appeal for unselfish service and an uplift of the spirit. There is, indeed, a religious quality in such ideals which, at the last, are the only things that avail. (Applause.)

Ladies and gentlemen, I fear that I have long delayed the performance of the duty assigned to me. I must now give you the toast—Success to St. Peter's Club—and I associate with it the names of the Rev. N. V. Halward, Mr. Peter Pau and Mr. George Zimmermann, the hon. joint secretaries. The toast was drunk with acclamation.

The Response.

In responding, Mr. G. S. Zimmermann, Hon. Joint Secretary of the Club, said: A yearling, learning to speak for the first time, usually calls out mammy or daddy. The yearling, of which I am the privileged spokesman to-night speaking for the first time, calls out brother.

In thanking you for the splendid manner in which you have drunk to the yearling's health, I wish to lay a little stress on this its first utterance. The Club is run as you probably know, on the assumption that within the four seas all men are brethren. (Hear, hear.) It craves, however imperfectly, to foster the fullness of brotherhood and Christian Manhood. At present it has a yearling's limitations, but it looks out into the world with the clear eyes of a child. There is a new spirit abroad and people are beginning to realise that if they do not think internationally, corporately and in terms of the Sermon on the Mount, there is little hope for a bright future.

There are still some to-day who would shake their heads at the possible success of a Concord Club and they tolerate this Club in much the same way as some countries tolerate the League of Nations—more as a pious proposal which looks well on paper and sounds agreeable in speech, but hardly possible in practice. They fail lamentably to realise that those things which divide us are superficial while those things which unite us are fundamental.

Ladies and gentlemen, your presence here to-night, and the splendid manner in which you have responded to the toast so ably proposed by Dr. Kotewall, is a proof that no such effort can be considered impossible of realisation unless it has been tried and found wanting until attempts have been made and failed.

The Patron.

Dr. Kotewall became our Patron at the very beginning—at a time

when most cautious public men would hesitate for fear of a noisy early collapse. Unfortunately so many of us will only respond when success is assured. Dr. Johnson somewhere defined a patron as a man who stands aloof while he sees a man struggles in the water, and when after much effort he lands, then begins to encumber him with help.

There is a good deal of courage in a man who supports a cause for the cause alone and not for success alone. It is only recently that a number of us drafted out a scheme for providing quarters for street sleepers. We saw Dr. Kotewall and immediately he promised that he would approach the Government to get a temporary building for the project.

We celebrate to-night the Club's first birthday, and we are naturally pleased to see such a celebrated company in our midst. The yearling will wake up to-morrow to a new year in its career. We shall need your energetic support; we shall need your whole hearted support in order to carry out those ideals which we have set out to achieve.

On behalf of St. Peter's Church Young Men's Club, I thank you very heartily for your toast. May you all live long enough to see your wishes gratified.

Toast to Guests.

In proposing a toast to the guests, Mr. P. C. Mow Fung referred to the aims of the club, which were to promote concord and unity and the making and cementing of friendships. In these, the Club had been successful. He extended on behalf of the Club, a warm welcome to their guests, amongst whom he noticed a number who had been present at previous social gatherings of the Club. Particularly were they glad to see those ladies who had helped so successfully in the charitable side of the Club's activities. Amongst their honoured guests was Hon. Dr. R. H. Kotewall, about whom he would now say very little for fear of embarrassing him. They had also present the Very Rev. Dean Swann, their present President, whom they hoped to see more often at their gatherings. They were sorry to see absent from their midst the Right Rev. Bishop of Victoria and Sir Robert Ho Tung. Bishop Duppy was their first President, while Sir Robert Ho Tung was always a sympathetic patron and supporter of the Club. Coupled with the toast to the guests, he proposed also that of their Chairman, the Rev. N. V. Halward. (Applause.)

The Very Rev. Dean Swann expressed his deep sense of the privilege extended to him, of being asked to come to the gathering, and said he was glad to have the opportunity also to reply for the guests. He was also grateful for the dinner—had all the more reason to be so since it represented for him the first square meal he had that day since breakfast. (Laughter and applause.) He noted the useful work of the Club which was one unique in the Colony, and in tune with the needs of the present day when international problems cropped up and racial feeling ran high, and there was more than ever need of such work as the Club was doing, of bringing the races together in Christian harmony.

The speaker then referred to the withdrawal of Bishop Duppy from the post of President of the Club, which he said did not mean that His Lordship's interest in the work of the Club had slackened but that His Lordship was prevented by other duties from giving full attention to the Club. On the other hand, the speaker's election as President did not mean that he had superseded Bishop Duppy, but that it would enable the speaker to give that attention to the work of the Club for which it would be the better. In conclusion, he thanked the members of the Club for the welcome extended to the guests. (Applause.)

Dancing was then indulged in to music rendered by the H.M.S. Titania's "Melodians."

A LEGAL POINT.

INSPECTION AND LICENSING OF GARAGES.

A legal point was raised by Mr. F. H. Loseby when appearing before Major C. Willson yesterday afternoon on behalf of the owners of ten different garages who were summoned under new regulations requiring that the garages must first be inspected and licensed before they could be used as such. Mr. Loseby said he was instructed to plead guilty to the offence, but made this plea subject to a legal point which he raised.

He was summoned under Section 3, of Ordinance 40, of 1912, and the regulations drawn up and approved by the Governor-in-Council under that Section, made it effective, as from July 1, 1927, that "no premises shall be used as a garage unless permission has been obtained from the Captain Superintendent of Police."

Overstepped Powers.

Continuing, Mr. Loseby said he was going to suggest that that regulation was not made in pursuance of that Section of the Ordinance; that, in fact, the regulation was ultra vires of the Ordinance; and that the Executive had overstepped their powers when it made a regulation which was not backed up by the Ordinance. Finally, Mr. Loseby said the remedy was in the hands of his Worship sitting as a Magistrate between the Executive and the public.

Mr. Loseby then proceeded to read Section 3, of Ordinance No. 40, of 1912, the Ordinance under which he was summoned, declaring that while provision was made for all contingencies of traffic, no mention was made of garages or the housing of vehicles. Mr. Loseby suggested that perhaps his Worship might like to adjourn his decision pending further argument by the Law Officer of the Crown.

Inspector Alexander said that expert evidence from Mr. G. C. Moss, Fire Department Officer, and from others, would be called on the dangerous condition of the garages from the fire point of view.

His Lordship adjourned the case until Tuesday morning to consider the point raised by the defence.

THE COLDSTREAMS.

ARRIVE IN HONGKONG ON WAY HOME.

H. M. T. Assaye arrived in Hongkong yesterday with the 2nd Battalion of the Coldstream Guards aboard. The Coldstreams are on their way home after nearly a year's service in Shanghai. The Regiment arrived in Shanghai early in March of last year at a time when the situation there was becoming critical and they, with other troops, saved the city from the fate which befell other foreign settlements.

The Coldstreams had a great send-off from Shanghai. They left their billets at Kiaochow Road and marched to the Racecourse, Connaught Road, Gordon Road, Bubbling Well Road, the Bund, Garden Bridge and Broadway to the wharf. The bands of the Welch Regiment, the Suffolk Regiment, the Bedfordshire and Hertfordshire Regiment and the Northamptonshire Regiment provided the music during the course of the farewell march.

The men were allowed to disembark yesterday and many of them were seen in Kowloon and Hongkong.

Lord Justice Scrutton in the Court of Appeal made some strong comments upon the delay which takes place in preparing income tax cases hearing in the Courts.

AT ALL AGES.

If you are young Pinkettes taken when necessary will help you keep in perfect physical condition by ensuring daily functional regularity. If middle-aged, Pinkettes will keep your liver active, your complexion fresh, your brain clear. To remedy that bane of the elderly,

PINKETTES

chronic constipation, Pinkettes are perfect, because they are not habit-forming and neither pain nor purge. They also aid digestion, banish bilious attacks and sick headaches; quickly relieve Piles. Your chemist sells them, or post free, 60 cents per vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai. Let Pinkettes

KEEP YOU WELL

HEAR MUSIC PLAYED

BY THE FOREMOST
ARTISTS IN YOUR
OWN HOME ON THE

MORRISON

ELECTRIC EXPRESSION

PIANO DE LUXE

From the snappiest
Fox Trot to the most intricate
Classic, all are
faithfully reproduced by
this marvellous expression piano.

Demonstrated at

TSANG FOOK PIANO Co.,

8, Des Voeux Road, Central,

(ENTRANCE ICE HOUSE STREET.)
Telephone C. 4648.



T. NAKAO

Japanese Shoe Expert.
TORTOISE SHELL BOXES
AND CASES A SPECIALITY

Hongkong Hotel Building,
Queen's Road Central.

Mrs. MOTONO

Hand and Electric
MASSAGE

No. 31B, Top Floor Wyndham St.
Hongkong

MASSAGE HALL

MRS. S. UZUNOYE

Expert Masseuse

37, Onan's Road, C 2nd floor

Mrs. SEKAI

MASSAGE

1st floor

6, Wyndham Street, Hongkong

FRECKLES AND HIS FRIENDS

As Smart as Any Donk

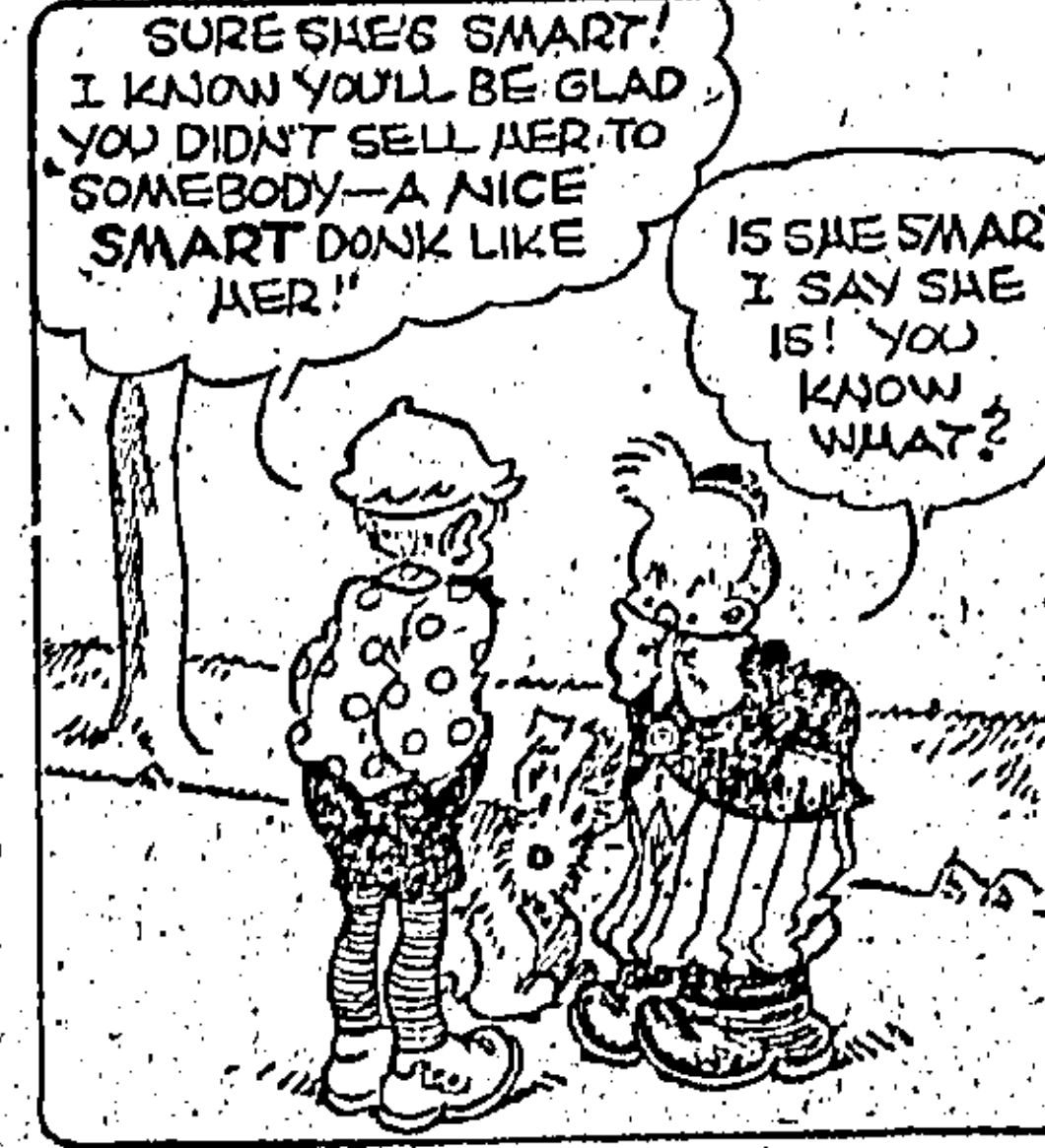
By Blosser



Heat or
cold

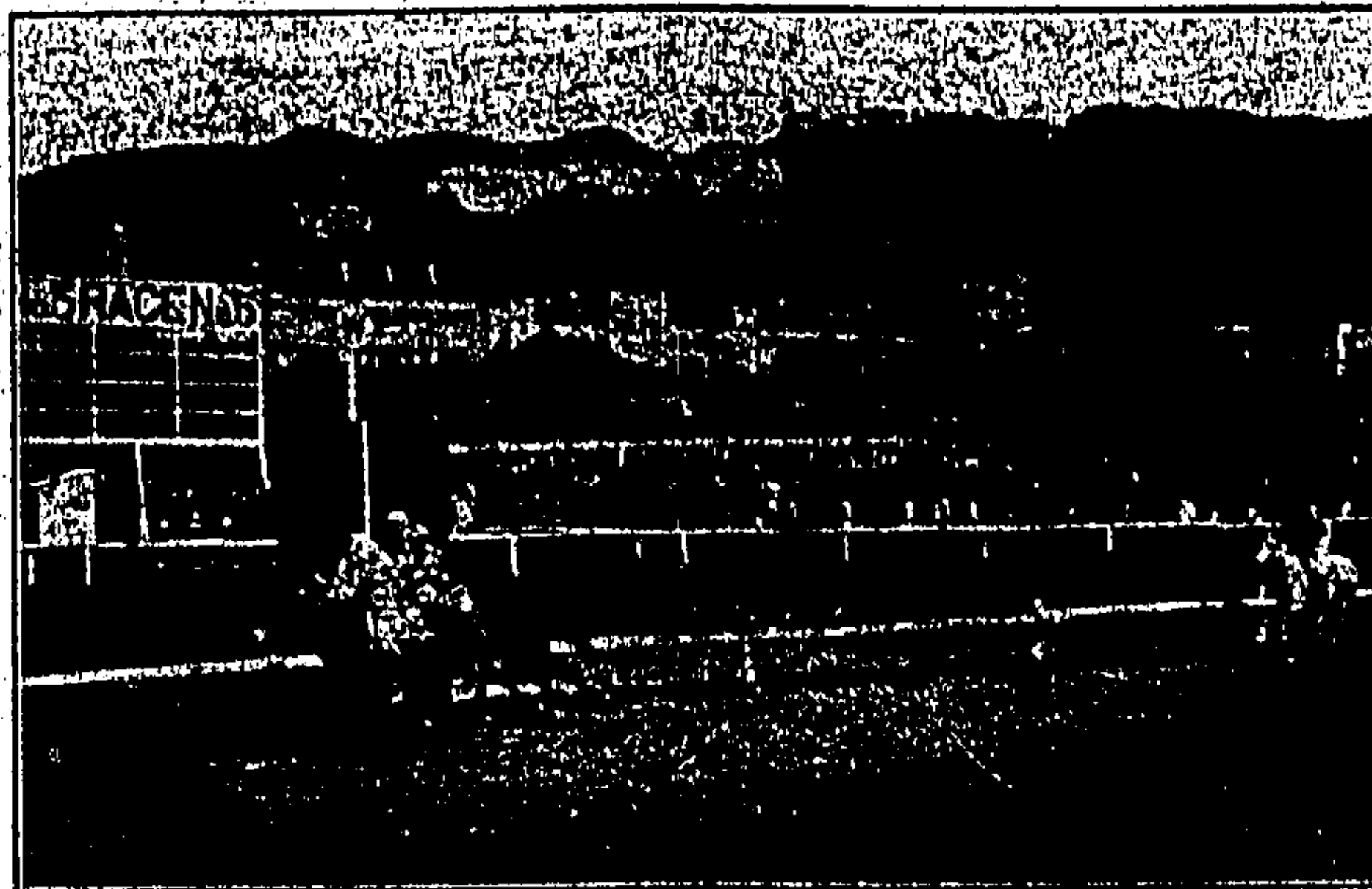
they need
"SCOTT'S"

SCOTT'S Emulsion brings health and strength at all ages of life. Contented and happy are little ones who are nourished by SCOTT'S Emulsion.

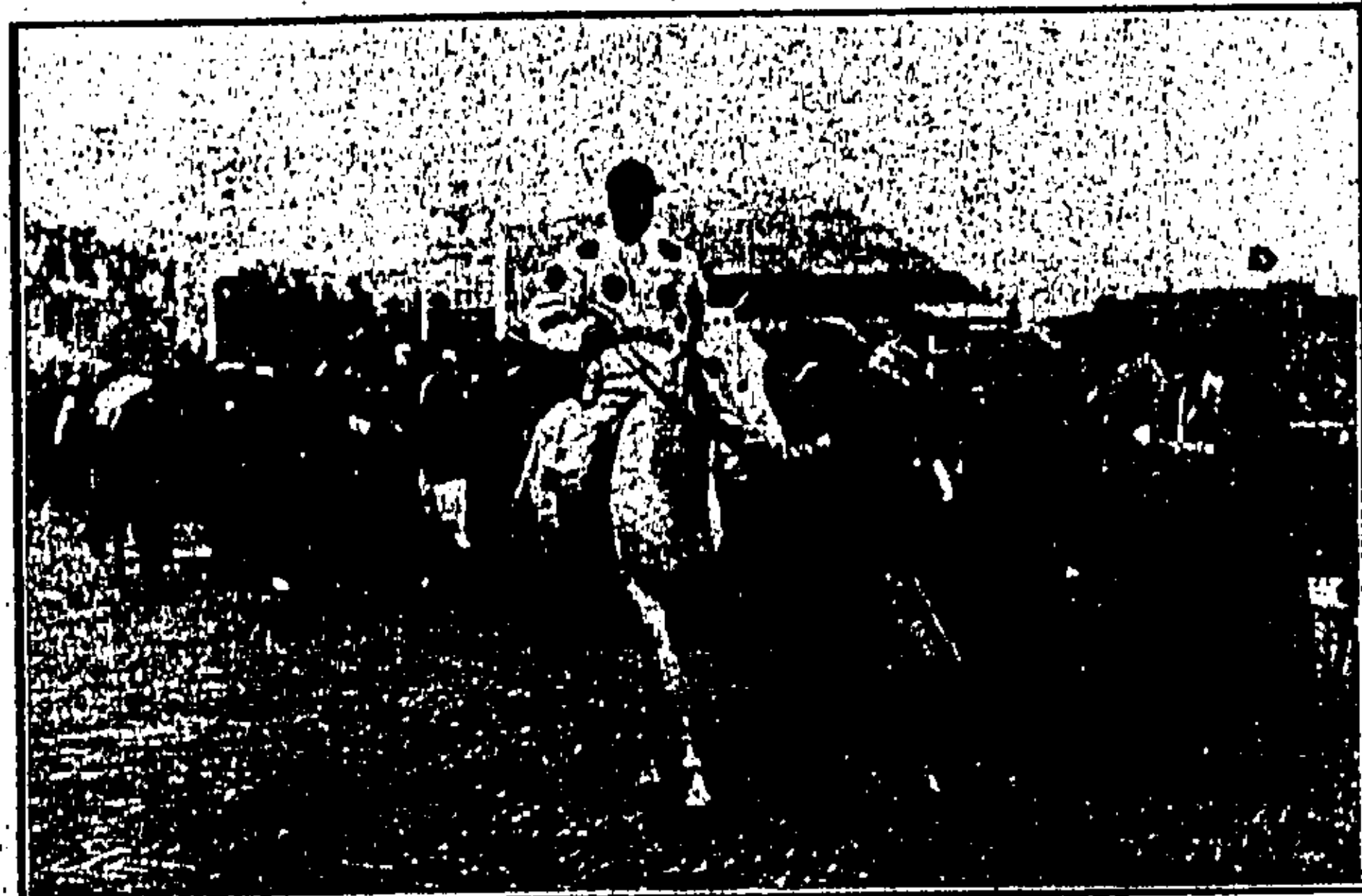




Mr. Maitland, who rode Bakers Bay to victory in the Ladies' Purse, escorting Miss Luard to tiffin after the presentation ceremony. (Photo: Mee Cheung).



Peck, ridden by Mr. Heard is here shown winning the Trist Plate at the first day of the Hongkong Race Meeting. (Photo: Ming Yuen).



Here, Pickle (Mr. Heard up) is seen being led in after winning the Lusitano Cup. (Photo: Ming Yuen).



Leading in Warlordship (Mr. Loo up), after winning the Jockey Cup. (Photo: Ming Yuen).



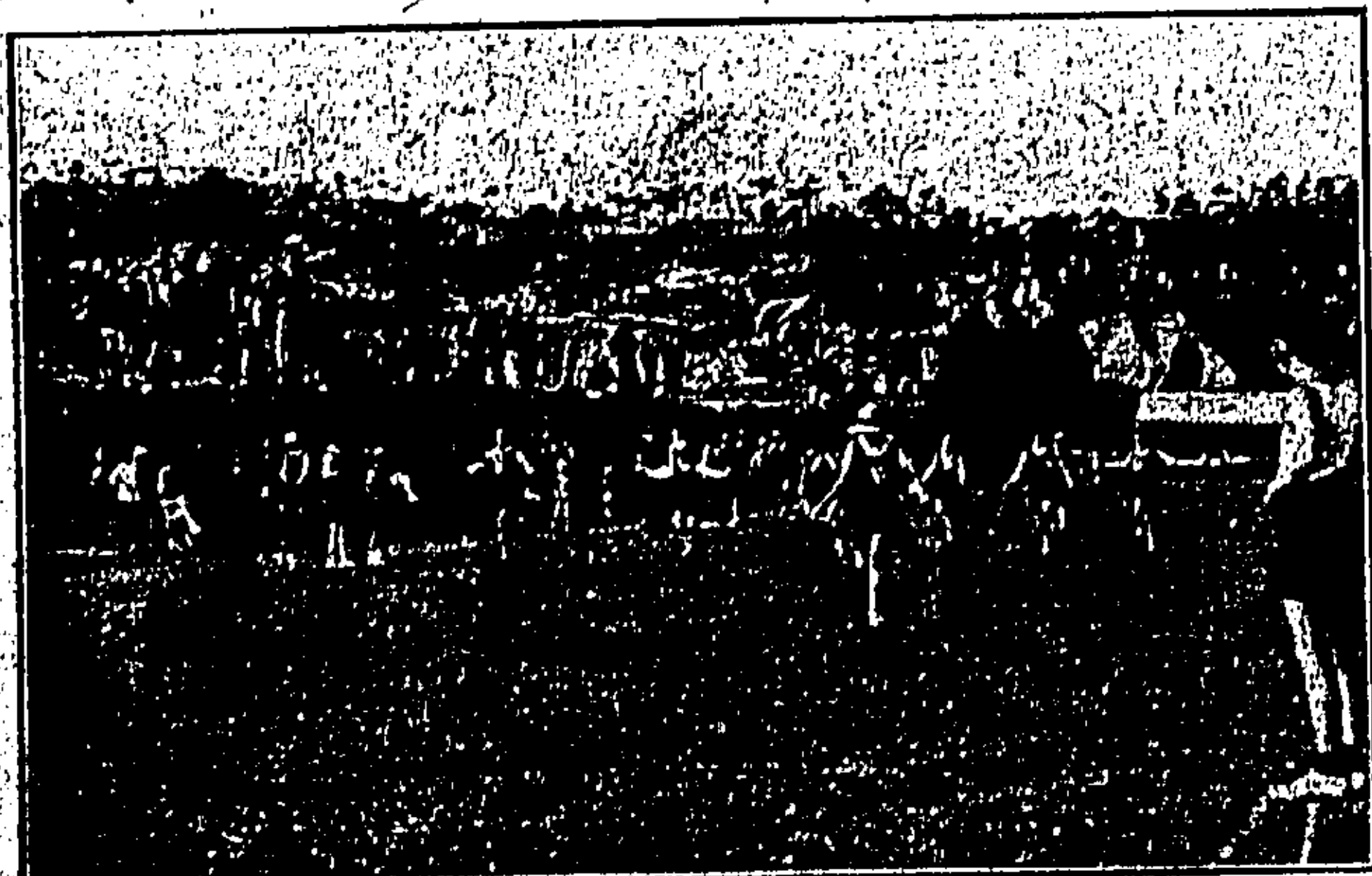
The leading in of Little Sit Tang (Mr. Roza up), which paid \$569 for a win on the "parl." (Photo: Ming Yuen).



Above, O-Moon, winner of the Valley Stakes, with Mr. Wong in the saddle, is shown being led in. (Photo: Ming Yuen).



Finish of the 100 yards handicap for senior girls at the Central British School sports, B. Hamblin being the winner. (Photo: Mee Cheung).



D. Hamblin leading the field in the 100 yards skipping race for senior girls. (Photo: Mee Cheung).

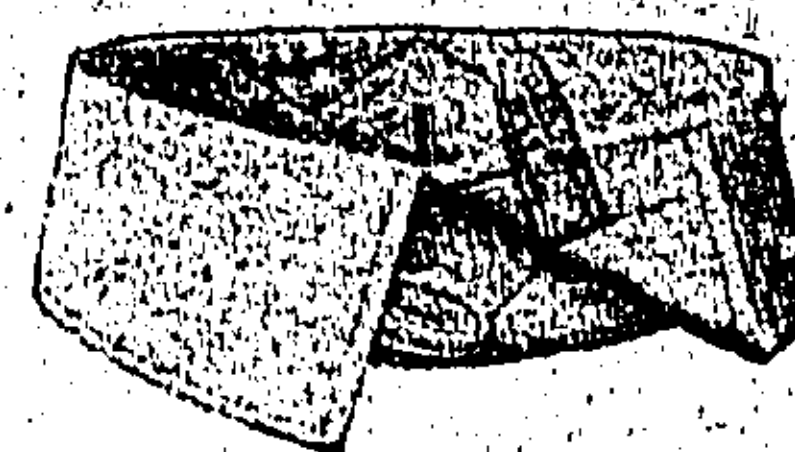


Going under the canvas in the obstacle race which provoked much amusement at the Central British School sports. (Photo: Mee Cheung).



A well spread out field in the mile race for seniors, which was won by L. Marshall. (Photo: Mee Cheung).

The new *Summit*



Soft
Collar

Made with twin tabs which hold the collar in perfect position, and the invisible stiffeners ensure a neat and smart appearance. Stocked in white "Summit" cloth and white Poplin both in Quarter Sizes—four to every inch.

Mackintosh

MEN'S WEAR SPECIALISTS & Co., Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD

MANILA



CIGARS

Yours Truly
Tobacco Store

22, Des Voeux Road C. (Tel. C. 1856)

LAPERLA DEL ORIENTE

Guaranteed by
C. INGENOHL



DRESSES, SUITS, COATS and HATS

All Cleaned By

THE INTERNATIONAL DRY-CLEANING & DYEING CO.

19, Wyndham Street,
Hongkong.

86, Nathan Road,
Kowloon.

"RICKSHAW" BRAND
CEYLON TEA

Cheapest and Best

From all leading Comprodores.
PRICE \$1.00 PER LB.

Be Guided by the Quality—Not the Price.

WHITEAWAYS

READY-TO-WEAR BLAZERS

THE "COLLEGE" For TENNIS Etc.



MENS
NAVY
FLANNEL
BLAZER
FOR TENNIS
& GENERAL
SPORTS WEAR
THE
W
BRAND

Ready-to-wear in all sizes from 34 to 42 ins. chest. Reliable quality. Navy Blue flannel that will not quickly fade. Three outside pockets, one inside.

STANDARD VALUE PRICE \$1 0.50

IN AIR FORCE BLUE FLANNEL \$13.50

ONE OF WHITEAWAYS STANDARD VALUES
MEN'S OUTFITTING DEPARTMENT
WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG
20, Des Voeux Road Central

Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in
The
Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—
295, 300, 301, 305, 306, 315
321

FOR SALE.

FOR SALE—"CONN C" melody saxophone, triple silver plated. Complete with case \$200. Original price \$320. Apply Box No. 326, care of "Hongkong Telegraph."

FOR SALE—Banque Industrielle Gold Bonds. Apply Box No. 324, care of "Hongkong Telegraph."

FOR SALE—Motor car, 12 H.P., 4 seats, good condition. Owner leaving, would consider any offer; apply Cle OPTORG, Prince's Building.

TO LET

IMMEDIATE POSSESSION.
Second Floor of
WHITEAWAYS
BUILDING.

Moderate Rental; all conveniences, lease if desired.
APPLY—Manager.
Whiteaway, Laidlaw & Co., Ltd.

PREMISES TO LET.

TO LET—From end of March to October, Peak. One European furnished HOUSE with three bedrooms, electricity, gas and flush. Five minutes from Peak Station. Apply to Box 327 care of "Hongkong Telegraph."

TO LET—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET—4 Roomed Bungalow in Broadwood Road with extensive grounds; for immediate possession. Apply Box No. 325, care of "Hongkong Telegraph."

COMMUNICIOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

APARTMENTS TO LET—Glenelg Hotel No. 3, Glenelg, near centre, new management. To let, rooms with bathroom attached, excellent cuisine, moderate rate. Apply to Mrs. Vesser. Telephone 980.

TO LET—Large airy double room with verandah and bathroom attached, excellent food and attendance, near centre. Terms for one \$130 per month and for two \$200 per month, in good English home. Apply Box No. 322, care of "Hongkong Telegraph."

TO LET—Very nice furnished bed sitting rooms with large verandah and bathroom attached, well furnished drawing room, piano. Good food, 3 minutes walk business centre. Inspection invited. Apply Box No. 323, care of "Hongkong Telegraph."

THIRLSBROOK, POKFULAM. Furnished bungalow to let for 7 months from middle of April. Situated on one of the finest and healthiest sites in the Colony and commanding a wonderful ocean view, within easy reach of town. 5 Rooms, 2 Bathrooms, Modern Sanitation, H & C Water, Kelvinator, Tennis Court, Motor Garage and use of Bathing Machine at Repulse Bay. Rent \$300 per month. Apply G. H. Wilson, care of Robertson Wilson & Co., Ltd., 67-69 Des Voeux Road, Central.

NEW ADVERTISEMENTS

NOTICE.

The Eighth Annual General Meeting of the KOWLOON RESIDENTS' ASSOCIATION will be held in the St. Andrew's Church Hall, Kowloon, on Monday the 20th February, 1928, at 6 p.m.

BUSINESS.

Adoption of Report and Accounts for the year ended 31st December, 1927.

Election of Officers and Committee.

Any other business.
It is earnestly requested that members and all others interested in the welfare of Kowloon will make an endeavour to be present at the meeting.

C. M. MANNERS,
Hon. Secretary.

LECTURE.

Mr. R. VAUGHAN-FOWLER will give an address in the THEATRE ROYAL on TUESDAY, 21st February, 1928, at 4 p.m., under the auspices of the HONGKONG GENERAL CHAMBER OF COMMERCE, on

"The Prospects of Commercial Aviation in the Far East."
Members of the public are cordially invited to attend.

THE BANK OF EAST ASIA, LTD.

NOTICE IS HEREBY GIVEN that the NINTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Registered Office of the Company, No. 10, Des Voeux Road Central, on SATURDAY, the 18th February, 1928, at 3.30 p.m. for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY 11th February to SATURDAY 18th February, 1928, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
KAN TONG PO,
Chief Manager.

Hongkong, 3rd February, 1928.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Notice is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at City Hall, Hongkong, on Saturday, the 25th February, 1928, at noon, for the purpose of receiving the Report of the Court of Directors together with a statement of Accounts for the year ending 31st December, 1927.

The Register of Shares of the Corporation will be closed from Monday the 13th February to Saturday the 25th February, 1928 (both days inclusive) during which period no transfer of shares can be registered.

By order of the Court of Directors
A. C. HYNES,
Chief Manager.

Hongkong, 6th Feb. 1928.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND EIGHTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 4a, Des Voeux Road, on TUESDAY, 28th February, 1928, at NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 15th February, to TUESDAY, 28th February, 1928, both days inclusive, during which period no transfer of shares can be registered.

By Order
of the Board of Directors,
JOHN ARNOLD,
Secretary.

Hongkong, 4th February, 1928.

HERATA AND MENI.

MASSAGE, CHIROPODY.
and
MANICURE.

2nd Floor,

Yee Sang Fat Building,
Queen's Road Central.

CHURCH NOTICES.

St. John's Cathedral, Hongkong.
February 19th, 1928. Quinquagesima Sunday. Holy Communion, 8 a.m. Children's Service, 10 a.m. Matins, 11 a.m. Preacher: The Dean. Holy Communion, 12 noon. Evensong, 6 p.m. Preacher: Rev. H. V. Koop.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Mind." Wednesday Evening Meeting at 6.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

St. Andrew's Church, Kowloon. Sunday, 19th February, 1928. Quinquagesima. 8.15 a.m. Holy Communion. 11.00 a.m. Morning Prayer. Preacher: Rev. N. V. Halward. M. A. 2.45 p.m. Sunday School. 3.00 p.m. Young Men's & Young Women's Bible Classes. 6.00 p.m. Evening Prayer. Preacher, The Vicar. Wednesday, 22nd February, 1928. Ash Wednesday. 11.15 a.m. Morning Prayer, Litany, & Sermon. 6.00 p.m. Evening Prayer & Address. Friday, 24th February, 1928. St. Matthias, A. M. 7.00 a.m. Holy Communion. 6.00 p.m. Confirmation Class.

Seventh Day Adventist Hall, 7, Duddell Street (first floor), Ruton Buildings. Sunday, February 19th, at 8.30 p.m., sermon given by Pastor Lyman W. Shaw, "Peculiarism of Evolution" (Was Eden or the Zoo Men's first home?). Everyone welcome.

Fanling Hunt Steeplechase.

Spring Meeting.

Saturday, 3rd March, 1928.

Entry forms to be returned to Dr. F. Pierce Grove, Alexandra Buildings, BEFORE NOON Monday, 20th Feb.

MACAO RACE CLUB.

Draft programmes and entry forms of the Sixth Extra Race Meeting to be held on Sunday, 4th March, 1928, can be obtained upon application to The International Race & Recreation Club of Macao, Ltd., Hongkong Jockey Club and Causeway Bay Stables, Hongkong.

Entries will close on Friday, 24th February, 1928, at 3 p.m.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on Wednesday, the 29th February, 1928, at noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended December 31st, 1927.

THE TRANSFER BOOKS of the Company will be CLOSED from Friday, the 17th February, 1928, to Wednesday, the 29th February, 1928, BOTH DAYS INCLUSIVE. By order of the Board of Directors,
F. H. CRAPNEIL,
Secretary.

Hongkong, 13th Feb. 1928.

To Kowloon Motorists.

MOTOR GARAGES CHATHAM ROAD, KOWLOON.

The rent of a Private lock-up garage 10'0" x 13'0" is \$22.00 per month including light and water.

In the Main Garage 50'0" x 25'0" the charges vary from \$15.00 to \$20.00 per month according to size of vehicle.

Enquiries to

The Secretary,

HONGKONG ENGINEERING & CONSTRUCTION CO., LTD.

St. George's Building, Hongkong.

TELEPHONE, CENTRAL 4321.
(two lines)

HONGKONG JOCKEY CLUB.

RACE MEETING, 1928.

13th, 14th, 15th & 18th February.

The first Race on each day will be run at 12 o'clock noon. The first bell will be rung at 11.30 a.m. each day.

MEMBERS' BADGES.

Members' Badges of Admission are now ready and may be obtained by those members who have not already received them, from Messrs. Linstead & Davis, Alexandra Buildings.

Members are reminded that these Badges will also admit them to all the Extra Race Meetings of this year.

MEMBERS' ENCLOSURE.

Members have the privilege of introducing two non-members to the Members' Enclosure.

A limited number of tickets are available and may be obtained from Messrs. Linstead & Davis, Alexandra Buildings, on or before Saturday, 11th February, 1928 at a cost of \$10, each per day or \$30 for the Meeting.

The charge for admission for Ladies to the Members' Enclosure will be \$4 per day. Each member can obtain upon application to the Secretary, badges for the admission of two Ladies free of charge.

On no pretext will children be permitted in either enclosure during the first three days of racing.

PUBLIC ENCLOSURE.

Tickets of Admission to the Public Enclosure, price \$3 per day for all persons including Ladies, may be purchased from Messrs. Kelly & Walsh, Ltd. or at the Gate.

Soldiers and Sailors in uniform admitted to the Public Enclosure at \$1 per day.

Admission by ticket only. Bookmakers, Tie Tac men, etc. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

SERVANTS' PASSES.

Passes for Servants will be issued on application to Messrs. Linstead & Davis, Alexandra Buildings.

Employers are requested to distribute them with discrimination, and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands. Any persons found loitering about with Servants' Passes in their possession will forfeit the same and will be removed from the enclosure.

By Order,

C. B. BROWN,
Secretary.

QUEEN'S THEATRE



A
Romance
of Spain
with
ALICE TERRY

THURSDAY TO SATURDAY
NEXT.

RAMON NOVARRO
in
LOVERS

A
Romance of Spain
with
ALICE TERRY

THURSDAY TO SATURDAY
NEXT.

THURSDAY TO SATURDAY
NEXT.

THURSDAY TO SATURDAY
NEXT.

THURSDAY TO SATURDAY
NEXT.

THURSDAY TO SATURDAY
NEXT.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, (under A. J. Action No. 8 of 1927).

on MONDAY, the 20th February, 1928, at 12 o'clock Noon, at their Sales Room, Duddell Street.

The Motor Vessel "JULIN," as she now lies in the Yau-mat Typhoon Shelter.

Particulars:—
Wooden, Schooner—rigged, flush decked, single screw vessel with midship erection:

Length 105' 0"
Beam 18' 6"
Depth of Hold 9' 6"
Draft Loaded 8' 0"
Gross Tonnage 150 Tons
Engine—One 120 B. H. P. Semi Diesel 2 Cylinder Hot Bulb Engine.

Ship's Constructors:—Nishitan Iron Works, Kobe, Japan.

For further particulars, conditions of sale and inspection orders apply to:—
Messrs. Geo. K. Hall Brutton and Co., St. George's Building, or to
The Undersigned.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY, the 20th February, 1928, commencing at 2.45 p.m. At No. 196, The Peak (No. 2 Flat).

A Quantity of Valuable Household Furniture.

(Particulars from Catalogue.)
On View on Day of Sale.
Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY, the 21st February, 1928, commencing at 2.30 p.m. at their Sales Room, Duddell Street.

A Valuable Collection of Curios. Comprising:—

Porcelain Bowls, Plates, Vases, Ivory Figures, Amber Beads, Table Screens, Blackwood and Porcelain Screen, Old Bronze Ware, Chinese Handpainted, Lacquer Ware, Jade Articles and Embroideries, etc., etc.

Catalogues will be issued. On View from the 20th February, 1928.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION

PARTICULARS AND CONDITIONS OF SALE OF THE VALUABLE LEASEHOLD PROPERTY

Situate in the Peak District in the Colony of Hongkong, and

REGISTERED IN THE LAND OFFICE AS THE REMAINING PORTION OF RURAL BUILDING LOT NO. 2 TOGETHER WITH THE DWELLING HOUSE THEREON KNOWN AS

"FUNG SHUI"

To be Sold by

PUBLIC AUCTION

on THURSDAY, the First day of March, 1928, at 3 o'clock p.m.

by

Messrs. HUGHES & HOUGH, Ltd. Auctioneers.

At their Auction Rooms, in Ice House Street, Victoria, Hongkong. Vacant Possession 31st March, 1928.

The property consists of:—
All that piece or parcel of ground having an area of 91,334 square feet registered in the Land Office as the Remaining Portion of Rural Building Lot No. 2 together with all the messuages or tenements and other erections thereon and the rights, easements and appurtenances thereto belonging and all the estate and interest of the Vendor in and to all the said premises.

For further particulars apply to:—

Messrs. WILKINSON & GRIST, Vendor's Solicitors,

or to

Messrs. HUGHES & HOUGH, Ltd., Auctioneers,

8, Des Voeux Rd. Central, Victoria, Hongkong.

Hongkong, 21st January, 1928.

The Poo On Chinese Herbs Continue to Prove of Great Value to the Sick, Curing Many Diseases After Other Means Have Failed.

Mother, Father and Three Children Receive the Wonderful Benefits from the Poo On Chinese Herbs. The Mother is Glad to Tell What the Herbs Did for Her Family.

Mrs. C. F. Fisher, who lives at 627, 15th St., Modesto, California, is a firm believer in the Poo On Chinese Herbs. This, because she has had a fine opportunity to give them a trial in her own family.

"When I first tried the Poo On Chinese Herbs," says Mrs. Fisher, "I had a bad case of the Flu. I coughed and had pains and aches all over. Simply felt all in. My throat was sore and I knew that it would go into diphtheria or pneumonia if I wasn't careful. At that time many people got the same symptoms, and all the physicians here called it the Spanish influenza or the Flu. While most people were under the care of the American doctors, most of them died, and if they got well it took them a long time. This disease seemed a puzzle to all our doctors here, and many people never got well completely; always had some bad after effects. My husband and I heard of the wonderful results of the Poo On Chinese Herbs curing many cases so simply and rapidly, that he called and got some of the Poo On Chinese Herbs. I got relief at once and was fine in a short time. I am the mother of five children, and had been sick for two years. I had two operations but was sick all the time.

"My oldest girl had a sort of skin disease—eczema—which formed as a pimple and turned into a scab. She had this all over and was suffering awful with the itching. I took her down to the Poo On, and the herbs just fixed her up fine.

"My 8 months old baby, Albert, still nursing, caught the Flu from me and the poor youngster was awfully bad. His eyes got watery and red and I was worried. But I gave him some of the Poo On Chinese Herbs and they cured him right away.

"One of my four-year-old twins had a very bad cough and I gave her some Poo On Herbs and the cough left and she is in excellent health.

"My husband had had a bad cough for years. He then caught a bad cold so I told him to get some herbs from Poo On Herb Co. In a few days his old cough was gone and he felt fine."

"So you see the Poo On Chinese Herbs have proven themselves in my family and I am sure that no matter what sickness now comes into my family, I'll just get some Poo On Chinese Herbs, and won't have to worry."

Three Children Die in One Family of the "Flu."
Two of Them Die in Helper's Arms; She was Badly Afflicted but Cured Rapidly by Poo On Chinese Herbs.

Mrs. I. Lopez, of route O, Box 170 A, Modesto, California, recently cared for a family, of which a mother and three children died of influenza. Two of these children died in her arms. Soon after this Mrs. Lopez herself began to feel the symptoms of influenza—headache, sore throat, fever, and chill, aches over her body and complete exhaustion. She was worried over her condition, and when advised by a friend to see The Herbalist at Poo On Herbs Co. she quickly followed his advice, and took some Poo On Chinese Herbs. After taking herbs two days she was out of danger and in five days was completely cured.

Her daughter called later to say her mother was feeling fine and that they were much pleased with the quick and successful results of the Herbs and was glad to let others know of their experience.

Thousands suffering from catarrh, bronchial trouble, throat trouble, asthma, hay fever, malaria, stomach trouble, indigestion, constipation, gastritis, piles, fistula, heart disease, skin disease, eczema, scrofula, nervousness, insomnia, obesity, kidney and bladder trouble, diabetes, rheumatism, neuralgia, dropsy, pyorrhea, epileptic fits, paralysis, tumors, ulcers, pimples, dizziness, headache, and many other chronic diseases, have been restored to health and happiness without poisonous drugs or the knife, by the Poo On Chinese Herbs.

The Poo On Chinese Herbs Co.
Yee Foo Lun, Chinese Herbalist, Manager, Director, over twenty-five years practical experience in America curing the sick with Chinese Herbs.

Main Office: Modesto, California.
Hongkong Office: 62A 1st Floor, Queen's Road, Central.

Entrance: 66, Queen's Road, Central.
Office hours: Daily 9 a.m. to 12 p.m., 1.30 p.m. to 5 p.m. Sundays 10 a.m. to 3 p.m.

Evening hours: 6.30 p.m. to 8 p.m. by appointment only.
European Lady in Attendance.

CHARITY FOOTBALL MATCH.

PORTUGAL v. SOUTH CHINA

In aid of the funds of

THE SOCIETY OF ST. VINCENT DE PAUL
AND
VARIOUS CHINESE CHARITIES.

SUNDAY, 19th February, 1928, at 4 p.m.
on the Hongkong Football Club Ground.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

HONGKONG JOCKEY CLUB.

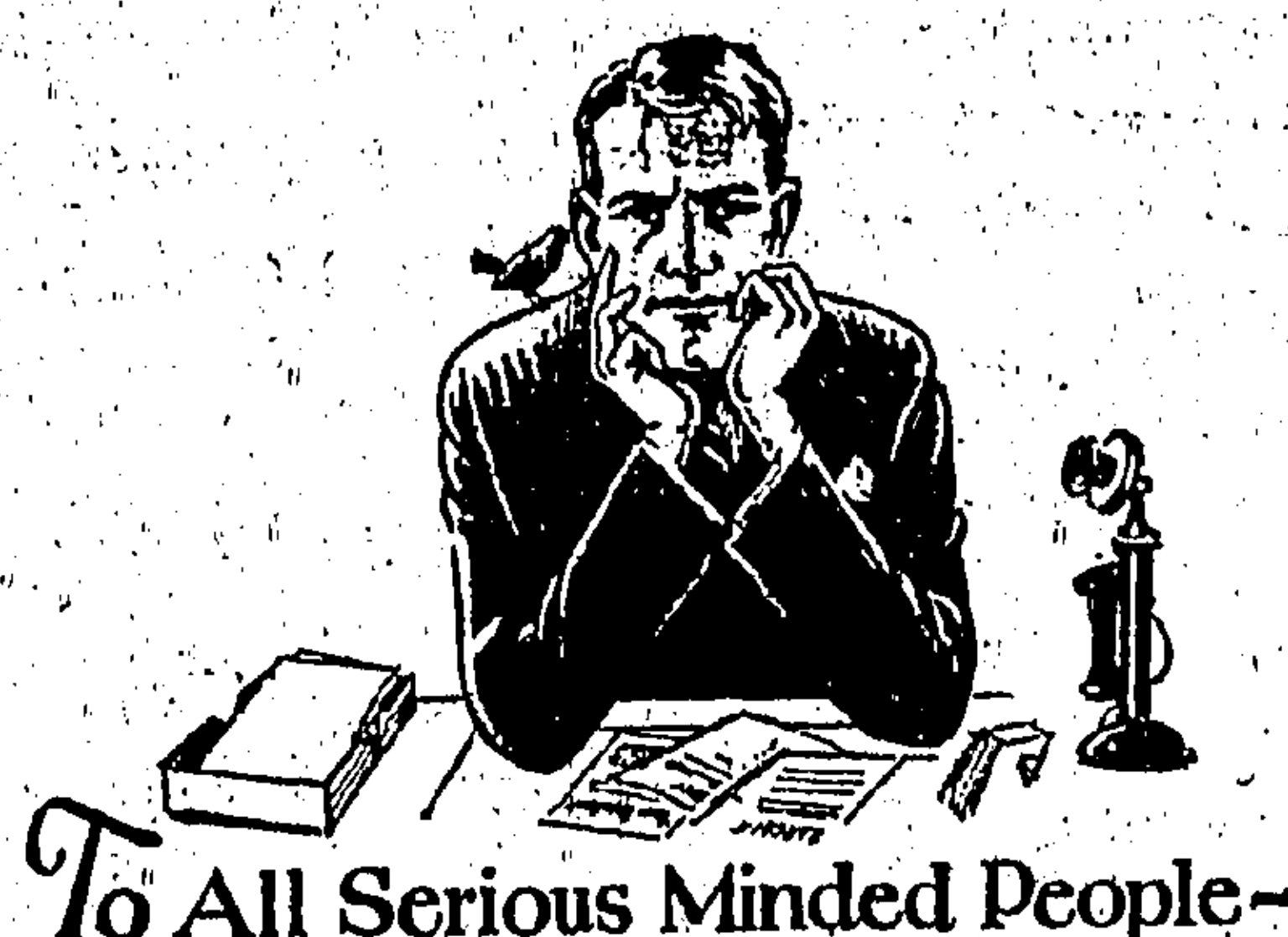
Draft Programmes and Entry Forms for the First Extra Race Meeting to be held on Saturday 25th February 1928 (weather permitting) may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables.

Entries will close at 12 o'clock noon on Monday, 20th February, 1928.

Burglars stole £1,000 worth of jewellery from the house of Mrs. Gerard Paul, at Old Charlton, S.E., while the family was at dinner.



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THE FUTURE OF LINERS.

TO AMERICA AND BACK IN A WEEK?

COST AND COMFORT.

We have been regaled lately with a series of Wellesian prophecies; they came from all parts of the world, now from Italy, now from Germany, and, most recently of all, from U.S.A., and they promised a more complete subjection of the Atlantic. The announcement of the formation of the new Transoceanic Corporation in New York was followed in due course by more fairy-tales of science-liners which will cross the Atlantic in four days and carry aeroplanes for people who are really in a hurry and want to cross in a short week-end. There has been talk of ambitious planning in Germany, and it is not long since high officials in Italy permitted themselves to forecast liners which would exalt the prestige of Italy and do thirty-five or forty knots—which promises, however, were there a reasonable foundation; and an eminent British naval architect, who was in Italy at the time, had much to tell of the stern official reproach which fell upon the heads of those orators whose eloquence had carried them away.

Speed Possibilities.

At least the subject is in the air. The question is whether it is anywhere else. It is perhaps significant that in the last fifteen (or even twenty) years the speed of Atlantic liners has remained fairly constant. It has been suggested that the economic limit of speed (or, using the chemist's metaphor, one might say "the saturation point") was reached before the war. It is true that in the meantime marine engineering has been making extraordinary advances. When, sixteen years ago, H.M.S. Swift was launched, she was probably the fastest ship afloat. She was almost literally built round her engines; she was a sort of personification of speed. It was said that there was never a ship built like that before and that there will probably never be another. She had a horse-power of about 36,000—twelve tube boilers generating about 3,000 horse-power apiece. But by 1917 destroyers were being built with a horse-power of 40,000 and with only four such boilers, generating 10,000 horse-power apiece. That jump from 3,000 to 10,000 shows something of what can be done by marine engineers when they set their minds on the problems of abstract speed without too much reference to more mundane questions of economy. H.M.S. Swift could do her 35 knots and more; the later destroyers could do up to 40 knots—i.e., 46.06 miles an hour. Many marine engineers seem to hold that 40 knots is very nearly the maximum possible speed, and represents the displacement limit.

The Three Factors.

The virtues of a destroyer and those of a liner are, however, not quite the same. The builder of a liner has to consider comfort, economy, and speed—in that order. And it is believed that the English liners of the present day, with a speed of from 20 to 25 knots, have attained something like the ideal combination of those three qualities. Some of the accounts of the liners which the new American Company may or may not build describe a boat such as has never been seen afloat. It is apparently to be for the sole use of millionaires. It will carry only 800 passengers (all first class) and make 33 knots. But if this speed is to be attained it will only be at the expense of comfort. "Whereas the existing ideal seems to be the complete floating hotel with a bedroom for every cabin," Sir John Thornycroft said "this new ideal seems to be a sort of Pullman car! And surely experience would suggest that the richest people—and it is they who are in question—prefer the first ideal to the second—comfort before speed?" As for cost—it must be remembered that for every knot of increased speed after twenty-three or four the increased consumption of fuel is out of all proportion. The law of decreasing returns begins to operate in an alarming fashion, and cost increases in almost a geometrical progression.

The Saturnia.

"It seems to me," said Mr. J. M. Dewar, "that the whole development of modern marine engineering is not—whatever the prophets may say—in the direction of increased speeds; the whole problem nowadays is to increase the comfort and cut the cost." It was Mr. Dewar, in conjunction with Mr. A. T. Wall, the naval architect, who designed the latest transatlantic liner. This is the Saturnia, which was built in Italy and sailed on her maiden voyage

A PROHIBITION FARCE.

EXAMINATION TESTS FOR THE AGENTS.

ALMOST ILLITERATE.

Washington, Jan. 15. When the Volstead Law was passed the appointment of agents to enforce Prohibition was left to the Secretary of the Treasury and the Director of Prohibition, the consequence being that agents were appointed on the recommendation of members of Congress and other politicians solely as a reward for political services.

Many of the men selected were quite unfit for their places; they were without character, almost illiterate, some were former criminals, others saw opportunities for unlimited graft and became rich by bribery and protecting bootleggers.

It was the agents that discredited the service and aroused sentiment against Prohibition, for among them were men who used their pistols freely, made false arrests, and raided premises in revenge or because they had not been squared.

With the growing revolt against Prohibition, Congress last year provided in future that all Prohibition agents should be appointed subject to civil service examination and after investigation as to their normal standing. Men already in the service were also required to take the test.

"Uneducated."

Within a few days the first examination was held, resulting in three-quarters of the candidates being plucked by the examiners, their percentage being disgracefully low, and revealing that the men were unintelligent, ignorant of their duties, and practically uneducated.

In their defence the men assert that the examination was impractical and scholastic, but the Civil Service Commission has made public the questions, which show they were practical, and dealt solely with the duties required of a Prohibition agent. The Prohibition units has come to the defence of its men, and a "Dry" Senator has introduced a Bill to retain in service all agents who have been employed for more than a year and whose work has been satisfactory to their superior.

from Trieste to Buenos Aires last September.

On February 1 she sailed for Boston, and it is said that she will be the biggest liner that has ever taken on passengers at that port. The builders of the Saturnia have not hesitated to put comfort and luxury first. Quite fabulous sums are quoted as having been spent on the swimming bath and such fittings. Each first class cabin—and this is a great novelty—has its private verandah overlooking the sea. But the liner is most interesting as the latest ever fitted with Diesel motors. In short she is the largest and the fastest of motor ships. Her only transatlantic rival, the Swedish Gripsholm (which was, incidentally, built as well as designed in this country), is neither so large nor so speedy. The career of the Saturnia is being watched with considerable interest by shipowners on both sides of the Atlantic, and she will doubtless have an influence on the future of Atlantic liners.

Fuel Economy.

"A shipowner who is replenishing his fleet to-day," Mr. Dewar says, "is faced with an embarrassing choice of economies in fuel and new methods of propulsion. It was only after careful consideration of all such methods that the owners of the Consol Line decided to use Diesel motors for the Saturnia. The advantages of the Diesel system are for the most part in fuel economy. That, as I have said, is far more important than speed. (The fact that only very recently an international conference decided that it was desirable to increase all rates by something like 15 per cent. suggests that the shipping lines are finding that even the present speeds are expensive enough.) With Diesel motors a ship such as the Saturnia, making twenty-one knots, will consume only ninety tons of fuel in a day; a similar ship burning ordinary oil will consume 137 tons, and a ship burning coal 200 tons in a day. The Saturnia has a maximum speed of about twenty-one knots. "But will not this saving in fuel make it economically possible to increase the power of liners, so that the twenty-five knot limit will be surpassed?"

"No, because twenty-five knots represents the limit of the Diesel type of motor."

So it seems, wherever we turn, the fixed maximum of twenty-five knots, and an Atlantic passage of just over five days remain immutable. Whoever wants to go to America and back in a week will still have to go by air.

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WITH THE STARS AT HOLLYWOOD.

NORMA TALMADGE'S NEW
PICTURES.

Hollywood, Jan. 22.
Norma Talmadge's first United Artists Picture, "The Dove," based on Willard Mack's stage play of that name, will go to Broadway this month. Miss Talmadge's second United Artists Picture will be "A Woman Disputed," based on Denison Clift's play of that name. M. C. Levee and Agnes Christine Johnson adopted the play to films.

Fred Niblo, directing Gilda Gray in "The Devil Dancer" for Samuel Goldwyn, and next to direct Ronald Colman and Vilma Banky in their final co-starring film, "Flower of Spain," will direct Miss Talmadge in "A Woman Disputed." It was he who directed her in "Camille." Gilbert Ronald will have the chief supporting role in "A Woman Disputed." Mr. Levee will supervise the production which will be started during Christmas week.

Speaking of Premieres.

"Douglas Fairbanks as 'The Gaucho,' had his New York premiere at the Liberty Theatre on November 21st, and his Hollywood premiere at Grauman's Chinese, November 5th. The new film's story is by Elton Thomas, and the scenario was written by Lotta Woods. Douglas Fairbanks plays the leader of a band of South American cowboys. As such he had to learn to cast the boleadoras, a three-balled South American whip. F. Richard Jones directed.

Actual filming of "The Gaucho," without counting research, preparation of story or film tests, occupied three months and three days. In the cast supporting Doug are Eve Sothern, "the girl of the miracle," Lupe Velez, "the mountain girl," Nigel de Brulier, the padro; Gustav Von Seyffertitz, the usurper; Michael Vavitch, the commandante; Charles Stevens, the gaucho lieutenant; Al MacQuarrie, a beggar; Carlotta Monti, a dancing girl; and Fred de Silva, a cavalryman. Carl Oscar Borg designed the settings, and Tony G. Gaudio did the photography. United Artists will release the film.

Lionel Barrymore in "Drums of Love."

Lionel Barrymore, the "Alfred Davidson" of "Gloria Swanson's 'Sadie Thompson,'" is now being featured with Mary Philbin and Don Alvarado in D. W. Griffith's new United Artists Picture, "Drums of Love." It was in 1909 that Mr. Barrymore made his screen debut with Mary Pickford in a film entitled "Friends," and under direction of this same David Wark Griffith. On the other hand, Louis Wolheim, who made his stage debut in support of John and Lionel Barrymore in "The Jest,"

MUSSOLINI'S NEW CENSORSHIP.

APPOINTS OWN EDITOR FOR
NEWSPAPERS.

Paris, Jan. 18.
The Italian Mail, a newspaper published in English in Florence, has come under Signor Mussolini's Press muzzling order.

As already reported in The Daily Chronicle, the Fascist regime recently drew up new and severe Press laws. The result was a general forced exodus of editors and journalists who were not regarded as true blue—or true black—Fascists.

Even the Italian Mail did not escape the attention of the authorities, and it is now to be the means of ramming down the throats of English residents and visitors to Florence the Fascist doctrine.

The Italian Mail has been in existence as long as Fascism. It is a journal devoted to the "tourist industry," and mainly concerns itself with lists of visitors to that picturesque and historic Italian city and with their doings.

New Editor.

What political opinions it has expressed have always been frankly in favour of the Mussolinian order of things, but it has apparently not been Fascist enough; it has been "presented" with a new editor.

In announcing the change, the directors state that Signor Giuseppe Raimuzzo, who has edited the paper since its birth, is, in their opinion, "the man best fitted to hold the reins of government."

"The Fascist authorities do not hold this view, and as a result Signor Raimuzzo has been 'kicked upstairs' to become director general of the company publishing the newspaper.

To his place Signor Guido Baroni, "a Fascist of the first hour," as the Blackshirts elite are called, has been appointed. He will act specially as "political editor"—that is, Fascist propagandist.

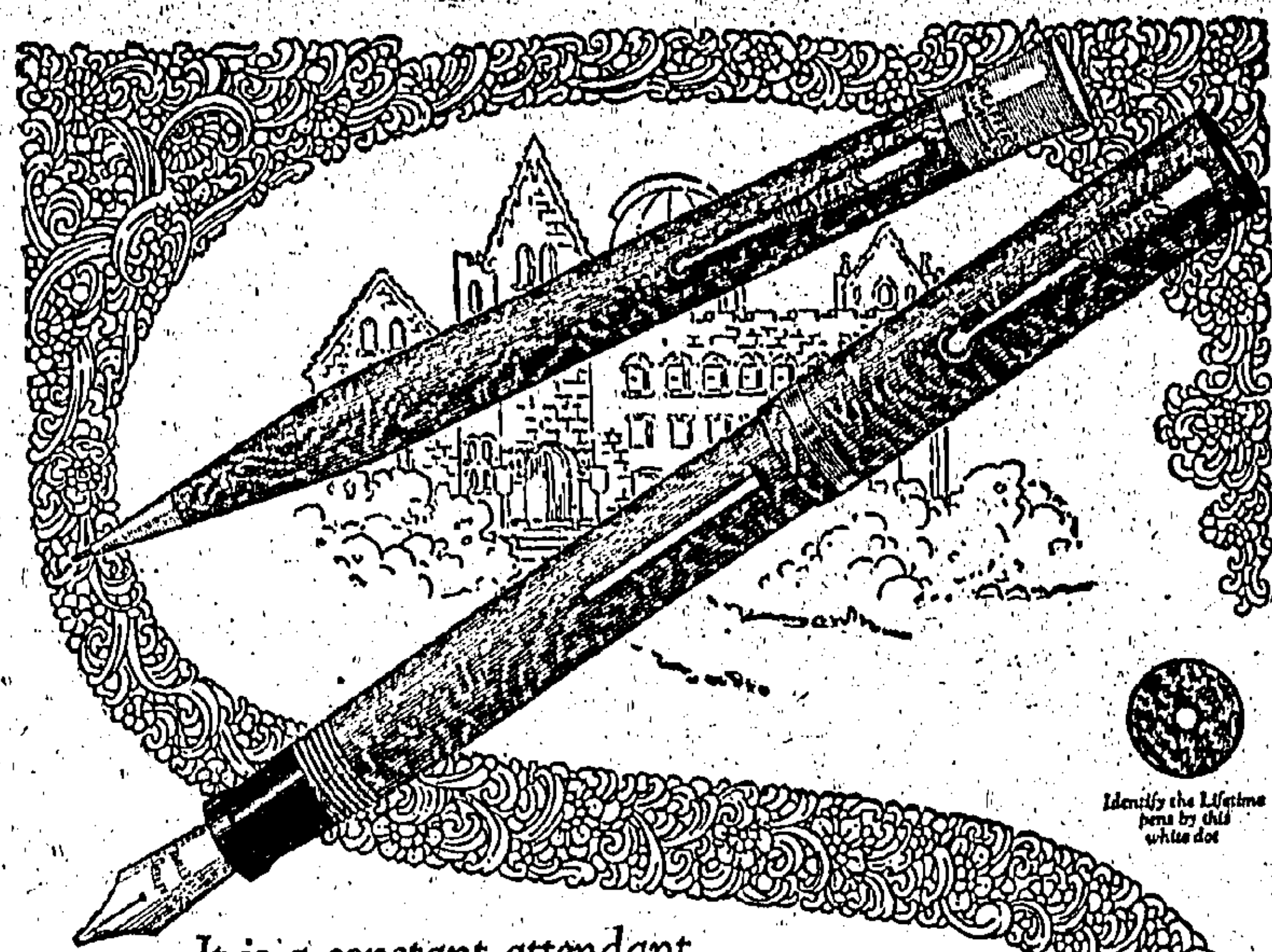
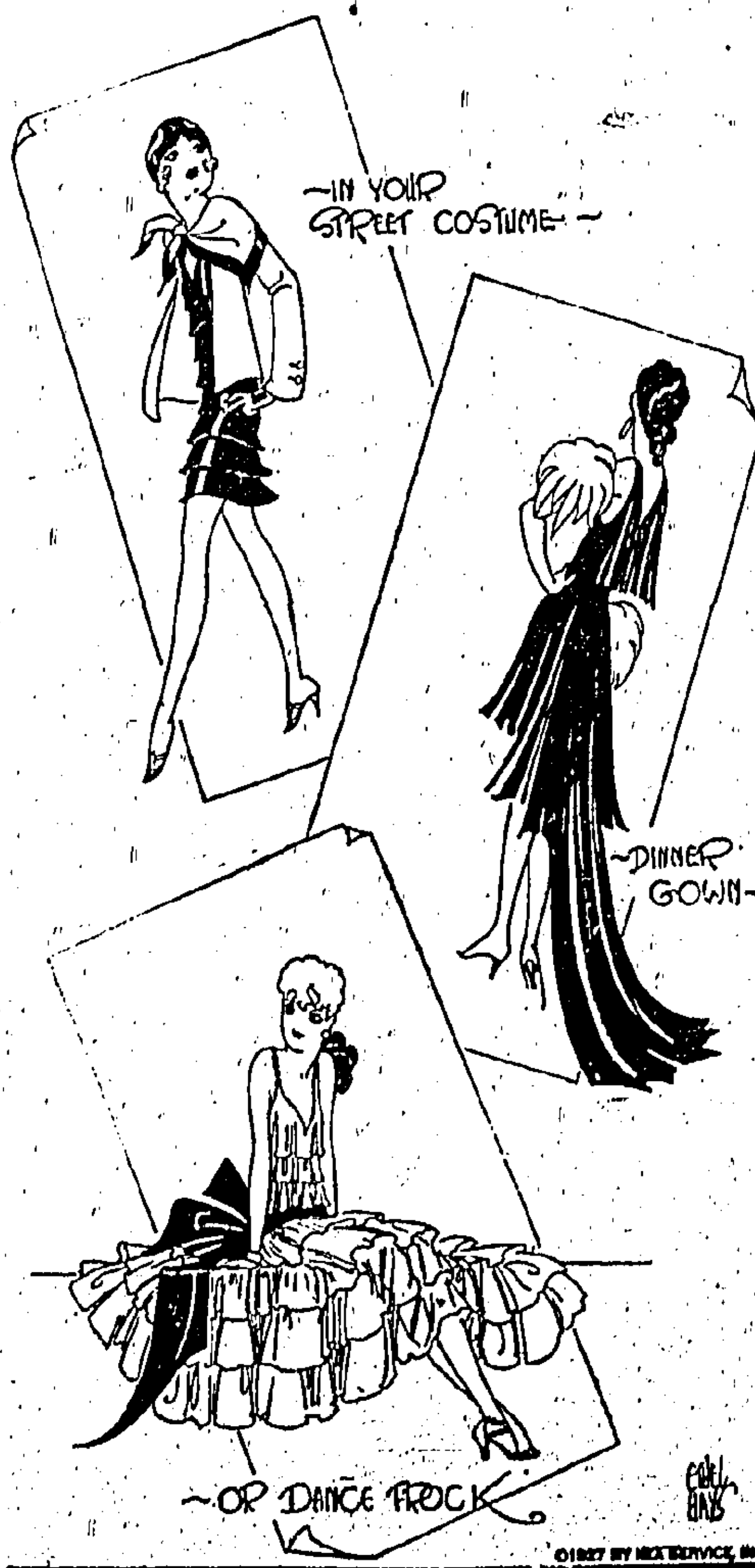
In a statement in which he bids his readers good-bye as editor, Signor Raimuzzo says he has brought the Italian Mail to its present position "only at the cost of desperate struggles and much unmerited bitterness," and that he "retired from the front ranks with a clear and quiet conscience."

The Press muzzling policy of the Fascist regime is preceeding apace. According to a message from Rome, the Prefecture of Police there has "invited" newspapers to "reduce until it disappears" all news regarding persons who commit suicide because they are "tired of life." Such news, the Prefecture says, has a dangerous effect on "weak-minded persons."

is again supporting John Barrymore—this time in films, in "Tempest," John Barrymore's second United Artists Picture.

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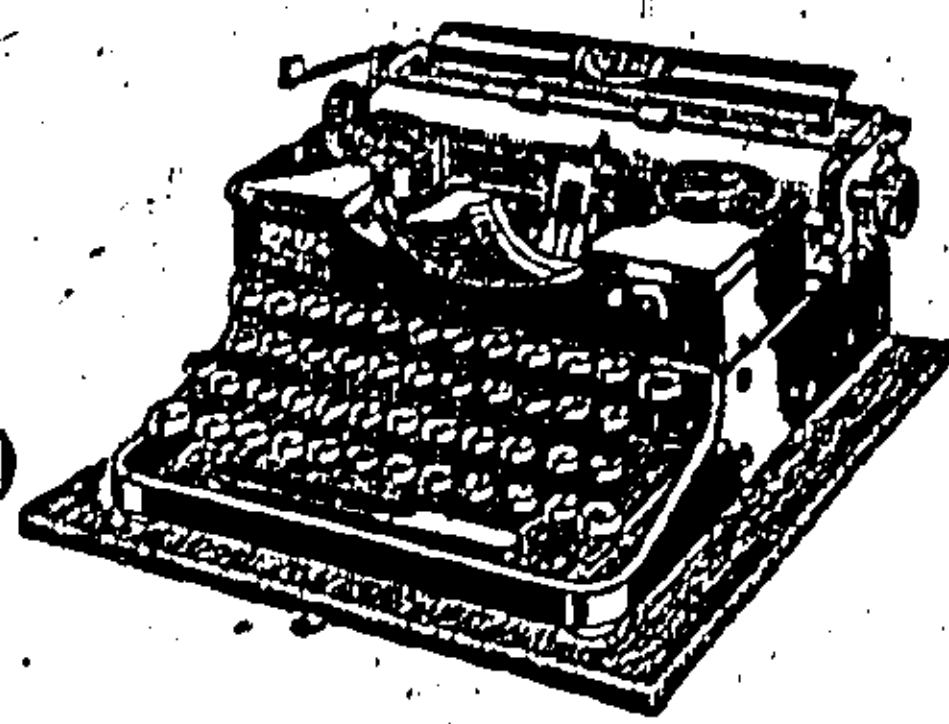
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ESTABLISHMENTS.

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16/19 CONNAUGHT ROAD, C.

DEATH

THOMPSON.—On February 18th, at the French Hospital, J. C. Thompson, aged 25 years. Funeral takes place on Sunday, at 3 p.m.

The
Hongkong Telegraph.

SATURDAY, FEB. 18, 1928.

SHEER OBSTRUCTION.

Although a mistake in tactics was undoubtedly made when the Simon Statutory Commission was formed without any Indian representation therein, the unbiased observer will find much to condemn in the attitude shown towards the Commission by the leaders of Indian political thought. An effort was made, after the arrival of the Commission in India, to secure Indian co-operation by the suggestion of a joint Conference, but this was bluntly turned down, the Indians declaring that they would have nothing to do with the Commission in any shape or form. Such an attitude of sheer and unreasonable opposition cannot be defended from any point of view. The least that the Indian leaders could do was to facilitate in some measure the work of the Commissioners or even to await the conclusions reached before denouncing the whole scheme or the Commissioners had got to work.

The spirit of India's political leaders on this question is shown by the nature of the remarks made in the Assembly by Mr. Lajpatrai when he introduced his motion of non-confidence in the constitution and scheme of the Commission. His main point was that the Commission was ignorant of Indian conditions, history and politics, and he declared that the Commissioners could only be grammophones of the Secretary of State. The charge of complete ignorance is, of course, one that cannot be sustained, for the Commission includes men who, by reason of their eminence in politics, must have given much thought to Indian questions. Moreover, they are men with a broad and sympathetic outlook, who might be depended upon to give India a fair deal. They cannot, of course, claim to have the intimate knowledge that the Indians themselves possess, but the latter only succeed in detracting from their own arguments when they complain, on the one hand, of the Commissioners' ignorance and, on the other, decline to put their own knowledge at the disposal of the Commission. If they really fear that justice will not be done to India by reason of the lack of full appreciation by the

Commission of Indian conditions, they would surely hasten to make good the deficiency by the simple process of co-operation. Their refusal to do so can only be interpreted as betokening opposition for opposition's sake.

The reference by Mr. Lajpatrai to the "British steel frame" said to surround India must, we presume, be intended to apply to British rule in India. If so, it is a rather ungracious phrase and reflects a distorted view of our presence in India. We even wonder what prominence in their country's affairs many of these political leaders, educated under facilities provided by the British, would occupy if India had been left to herself. Indeed, it does not require much imagination to realize the state to which the country would descend if Britain were to withdraw now. Even with the restraining influence of British presence, there are constantly recurring clashes between the various elements of the population. How much more serious these outbreaks would be if the Indians were left to themselves can easily be comprehended.

Naval Policies.

Two very important announcements relative to the naval policies of Great Britain and the United States were made simultaneously yesterday. Mr. W. C. Bridgeman, the First Lord of the Admiralty, emphasised that Britain has played her part to the full in the quest for disarmament, urging that we have gone to the limit having regard to our obligations to our far-flung Empire. The maintenance of communication is a vital matter, and because the freedom of the seas is absolutely necessary to us, Britain's position is unique. Our problems and requirements have had no parallel in any other country. Rome had a tremendous Empire, but she safeguarded her interests by marvellous roads. The discovery of the New World and new worlds, set men of enterprise, in which Britain proved extraordinarily fortunate, along entirely new lines. Our pioneers did more for the development of the present day world than those of any other nation under the sun, and we owe a grave duty to them and their successors. Lord Cusheendun has suggested, and warrantably judging by the present situation, that Britain was too zealous and too hastily in voluntarily scrapping the mighty Navy which we possessed immediately after the War. Had it been retained as a lever, we might have been considered altruistic in agreeing to disarm to the same extent at a moment's notice. Because we have gone so far, we are expected to go further to satisfy opinion which does not choose to recognise the sacrifices already made. We offered at Washington in 1924 to scrap submarines, if the consideration that smaller and less wealthy nations rely upon the submarine as their only defensive weapon could be overcome. Now the same proposal comes from Mr. Frank B. Kellogg although the position has not changed. The wealth of the world is in the United States but wealth does not control all the plums. Great Britain has not suffered in prestige. In international matters, we are still very much in the position of the respected head of a big business, hustled by ambitious juniors, prepared to make big concessions to preserve perfect harmony in the machine, but retaining the real influence in all matters of essential importance, and declining to be swayed out of convictions based upon the sometimes bitter fruit of experience. The other announcement forecasts by all curtailments of the U. S. naval programme. The means by which this appears likely to be attained, a flood of protests, may be a reflection of friendship for Britain, or a desire on the part of Americans to obtain further tax reductions, but that will not affect the satisfaction which will be felt by those who feared, probably quite wrongly, a new naval race.

EXCHANGE RATES.

	London, Feb. 17.
Paris	124
Brussels	85.02
Amsterdam	12.11 1/2
Berlin	20.43
Copenhagen	18.20
Vienna	34.605
Helsingfors	2.10/64
Lisbon	70.24
Bucharest	47.29/62
Buenos Aires	2/0 1/2
Shanghai	1/11 1/16
Yokohama	4/87 1/16
New York	25.24
Geneva	92.05
Siljan	18.16
Stockholm	18.21
Oslo	18.21
Prague	1/6.15/16
Madrid	3.07 1/2
Athens	5.59/64
Rio	1/6.15/16
Bombay	2/0 1/2
Hongkong	2/0 1/2
Silver (spot)	20.5/10
Silver (forward)	20.5/10

—British Wireless.

DAY BY DAY.

WHEN WIDOWS EXCLAIM LOUDLY AGAINST SECOND MARRIAGES, I WOULD ALWAYS LAY A WAGER THAT THE MAN, IF NOT THE WEDDING DAY, IS ABSOLUTELY FIXED ON.—*Fiddling.*

A Chinese case of cerebro-spinal fever was notified yesterday.

His Excellency the Governor has appointed Mr. Woo Hang Kam to be a Member of the Board of Education, vice the late Dr. Wan Man Kai.

The eighth annual meeting of the Kowloon Residents' Association will be held in St. Andrew's Church Hall on Monday, at 6 p.m.

The name of Mr. J. S. Dykes, Licentiate in Dental Surgery of the University of Saint Andrews, Scotland, has been added to the local Dental Register.

The programme at the Queen's Theatre to-morrow will include the latest Felix the Cat Cartoon, "Felix Trips Through Toyland," which will be found to be quite the best of its kind yet screened in the Colony.

A Chinese has been sent to the Government Civil Hospital from the Taikeo Dockyard suffering from a fractured thigh bone. He fell from the staging of a ship which was under construction in the dock.

Motor car No. 371 ran into a coolie on the Shaikwan Road yesterday, inflicting injuries which necessitated his removal to the Government Civil Hospital. At the hospital it was found that the man's ankle was broken.

On the Hakone Maru due to arrive on Sunday are Miss C. M. Crawford, Mr. and Mrs. F. H. Crittall, Mr. and Mrs. F. X. d'Almada e Castro, Miss B. d'Almada e Castro, Mr. J. Gillan, Mr. and Mrs. W. G. Goggin, Mr. K. Larssen.

Tenders are being invited for the completion of sea wall at the Sham-shuipo reclamation. The work consists in the construction of approximately 1,580 lineal feet of sea wall on top of existing rubble mound foundations and certain contingent works.

Hongkong estate to the value of \$22,200 was left by Tang Shun-yang, alias Tsang Yung, alias Tsang Ng-sai, alias Tsang Sam Sing Tong, merchant who died at 113 Caine Road on October 15 last year. Probate has been granted to his secondary wife, Wong Lai-nel.

Amongst the passengers who left by the P. and O. s.s. Khyber to-day were Mr. and Mrs. B. H. C. Hallows, Mrs. H. H. Bristow, Mr. and Mrs. H. Sutton, Mr. and Mrs. J. A. Lyon, Mr. L. J. Blackburn, Mr. E. S. C. Brooks, Mr. W. G. L. Dunbar, Mr. T. E. Grimes, Mr. B. Henderson, Mr. L. E. Hopkins, Mr. W. Ironside, Mr. W. Smalley and Mr. H. H. Sandeman.

BANVARD COMPANY'S FAREWELL.

TO-MORROW'S BIG SHOW.

The Banvard Musical Comedy Company has a way of keeping something up its sleeve for the farewell performance of a season, and the Company's last performance in the Colony, which will be given to-morrow (Sunday) night at 9.15 in the Star Theatre, will be no exception to this rule.

The attraction will be "The Review of Reviews," a production which will probably prove the most sparkling of all the shows yet presented in Hongkong. It contains the essence of all that is best in the Company's repertoire.

The happiest comedy scenes, songs and dances from "Katja," "Queen High," "Mercenary Mary," "Whirlled into Happiness" and "The Black Bottom Revue" are all welded into this one performance.

Such popular items as the Com-promising Scene from "Katja," "I'm a little bit fonder of you" from "Mercenary Mary," "The Past Master," "The Black Bottom Dance," "Who's Robinson," from "The Black Bottom Revue," the Shaving Scene and "Robinson Crusoe's Isle" from "Whirlled into Happiness," and "Cross your Heart" from "Queen High" are only a few popular numbers of the 27 items forming the programme.

Another interesting attraction is Mr. Harrington Weeks, a comedian new to Hongkong, who arrives to join the company to-morrow by the Hakone Maru and will make his first bow to a Far Eastern audience to-morrow night in "The Review of Reviews."

Altogether a wonderful evening of entertainment is promised to bid farewell to this popular band of players and a big house is assured.

Booking is at the Star Theatre. Prices of admission are \$5, \$4, \$2 and \$1. The first two rows of the stalls are \$5, but there are plenty of seats in the stalls and dress circle at \$4.

BITS OF CARDBOARD.

The Romance of "Tickets, Please."

Revising railway fares, whether up or down, is a slow and costly process. No other industry has anything to compare with it. Yet a simple resolution among manufacturers, and a notice to the trade is all that is necessary to bring about an increase or a reduction in the cost of nearly everything we wear, or eat, or the things we use.

When the great railway companies confer and agree to a revision of rates, however, only the first step has been taken. There must be a very costly Parliamentary ordeal, and when the various slow stages have been passed, the biggest and most expensive task of all is the issue of new tickets.

In fact, this is such a business that, when railway charges were first advanced in critical war days, the universal revision of tickets was waived. Passengers had to work out their own addition sums on the advertised fares which appear in the booking halls, and on the small pieces of pasteboard.

The fresh revision of rates recently decided upon by the Railway Rates Tribunal, however, made a complete revision of tickets imperative. Consequently, one of the most remarkable events which marked the opening of the New Year was that all the railway stations in the United Kingdom were provided with new stocks.

This involved the handling and distribution of more than 40,000,000 portions of pasteboard of six to nine varied calculations for each fare, for different routes and stations.

But it must be remembered that we owe the simple railway ticket to a clerk working on the Newcastle and Carlisle line, and who may be sure he never foresaw what a gigantic business it would become.

Thomas Edmondson was one of those irrepressible men who have won fame through failure. His bankruptcy had thrown him out of employment and he was glad to take a small position on the railway. But he was no hanger on as a booking clerk. The work bored him and, I suppose, partly through the reason that he had to write out the whole ticket for each passenger, filling in every detail as to fare, date, class, and journey.

Consequently, he was always thinking how so much labour might be saved, and one day, while strolling through the Northumberland countryside, the great idea flashed through his mind that originated the printed ticket with a machine for dating and checking them. A neighbour who was a watchmaker made the first machine, and it was so well done that very few improvements have been necessary.

But the prophet could not obtain recognition in his own country, and consequently it was a northern railway which agreed to pay a royalty of 10s. a year for each mile of their line to have the use of the new tickets.

Forgery of railway tickets is almost unknown. Dishonest persons sometimes deface them, but detection is almost certain and hence this offence is uncommon. One reason is that railway tickets are printed and issued with the extreme caution we associate with the printing of Treasury notes.

They pass through one press which prints the class and stations, and then through another which numbers them. The parcels are conveyed immediately to a confidential department of scrutineers who examine each ticket, and after this there remains the further test when they are all passed through a special checking machine.

Elaborate registers are kept of the tickets sent out to every station. The bunches received must not be disturbed in their order. That is why you find the booking clerk always draws your ticket from the bottom of the pile in the slots before him. He in his turn must enter the details of each ticket issued, and his book must be clear and available at the end of the day.

Punching tickets is a business which a railway statistician has estimated produces nearly fifty tons of confetti annually. It is surprising that no thrifty shareholders has yet suggested that this "by-product" should be collected and packed in penny bags for use at weddings.

But it is not wasted on certain electric railways. The confetti is most carefully preserved in sealed boxes and subsequently the tiny fragments are counted out by girls, the figures being compared with the number of tickets reported as issued.

The last stage in the history of the railway ticket, so far as the public is concerned, is the collection. There are as many as five ways in which this is done. At a special platform before reaching the destination with some stop long-distance trains; from the train at each stopping station; at the platform barriers; from the train before departure, and on the train while travelling when it is composed of corridor coaches.

After collection the little bit of pasteboard must return to the chief offices of the railway company, and it may pass on to the Clearing House if their lines were involved in the journey. But in any event it reaches the accountants and the statistics departments in turn to end its eventful life.

The platform ticket was never contemplated by the Northumberland inventor, yet it has proved a boon to travellers by checking the crowds of curious sightseers who obstruct traffic, and it produces quite a nice little revenue for the companies. But platform tickets are different from their other brothers—they have short and commonplace lives.

M. C.

POOR DIPLOMATS.

"LINDY" GET KUDOS AT THEIR EXPENSE.

St. Louis, Feb. 17.

President Coolidge and Mr. Davis the Secretary for War, have telegraphed their congratulations to Col. Lindbergh.

Mr. Davis declared that the aviator's "good-will" flight had done more to promote good relations with South America than the whole Diplomatic Corps, adding that "he should have remained at Havana as the diplomats would seem to be up in the air and lost in a fog."—*Reuter's American Service.*

POEMS THAT LIVE.

SHE WALKS IN BEAUTY.

She walks in beauty, like the night of cloudless, elms and starry skies; All that's best of dark and bright Meet in her aspect and her eyes; Thus mellow'd to that tender light Which heaven to gaudy day denies.

One shade the more, one ray the less, Had half impair'd the nameless grace Which waves in every raven tress, Or softly lightens o'er her face; Where thoughts serenely sweet express, How pure, how dear their dwelling-place.

And on that cheek, and o'er that brow, So soft, so calm, yet eloquent, The smiles that win, that tinge that glow, But tell of days in goodness spent, A mind at peace with all below, A heart whose love is innocent!—*Lord Byron.*

"MERCENARY MARY."

BANVARD SUCCESS AT KOWLOON.

There was a very enthusiastic audience at the Star Theatre last night, when the Banvard Musical Comedy Company staged "Mercenary Mary." The show went with a delightful swing, the tuneful numbers and clever dancing being very much appreciated. Once again, the principals were in excellent form, and encores were frequent.

To-night at 9.15 the Company will present the rollicking comedy, "Queen High," which has been played only once before in the Colony, and to-morrow night it will bring its season in the Star Theatre to a close with "Review of Reviews," a production presenting the most sparkling items of not less than five different revues. Booking for both nights is open at Moutrie's and the Star Theatre. Prices of admission are \$5, \$4, \$2 and \$1. The first two rows of the stalls are \$5, but there are plenty of seats in the orchestra stalls and dress circle at \$4.

HINKLER'S GREAT FLIGHT.

TRAVELLING UNDER TIME SCHEDULE.

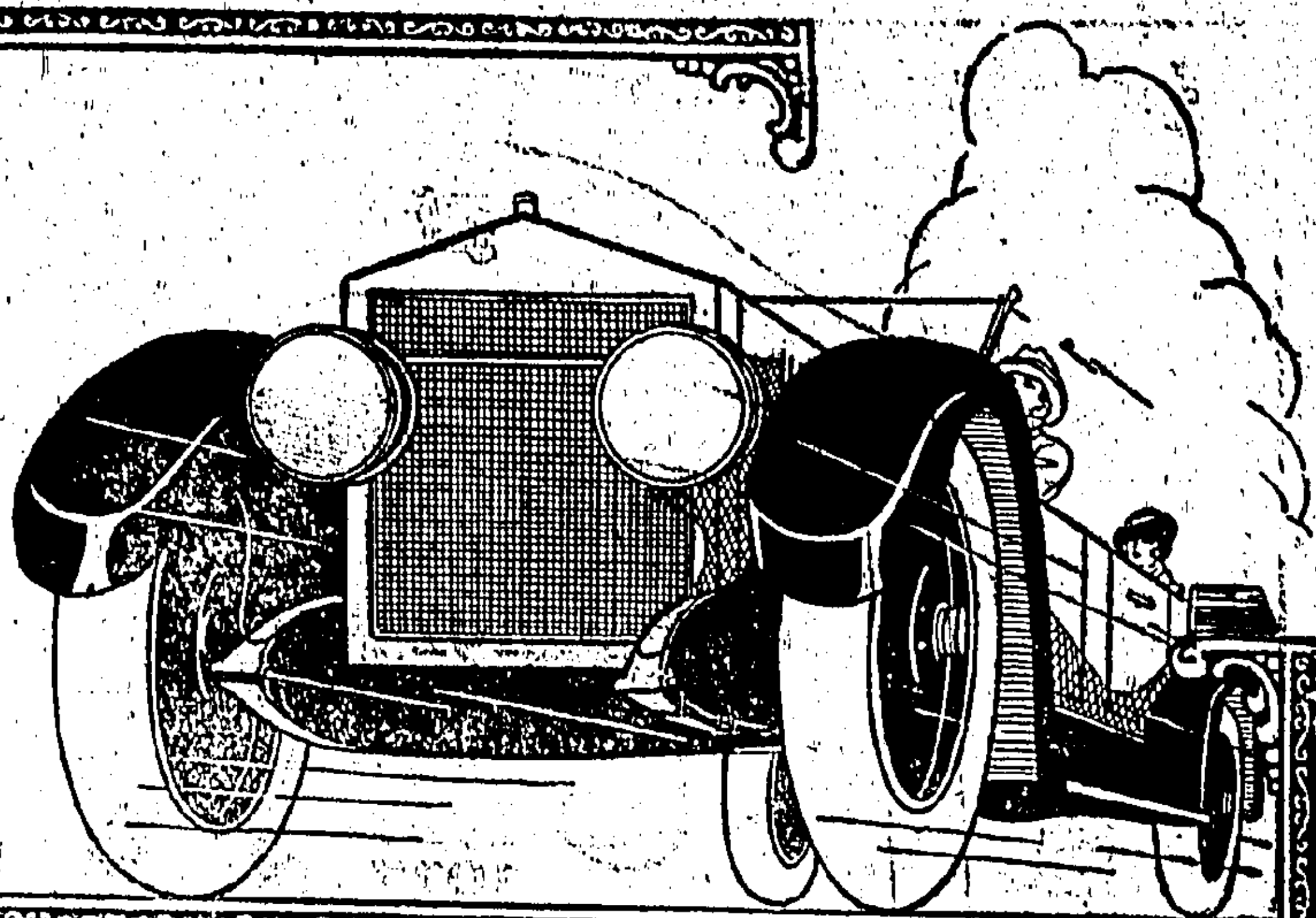
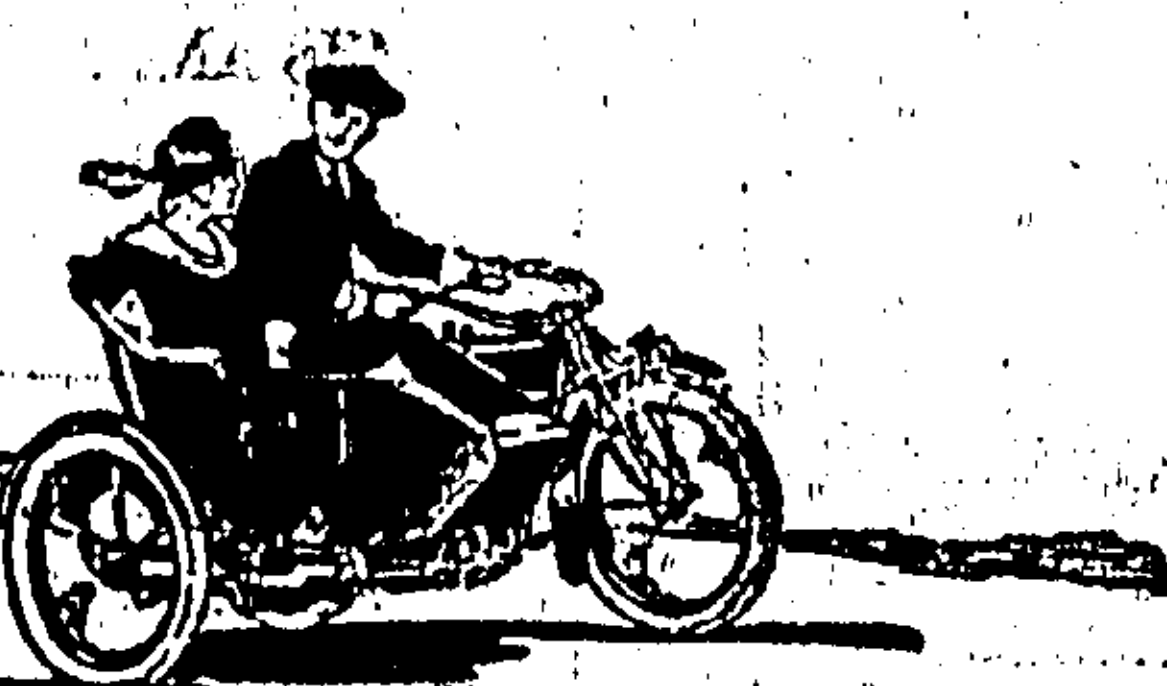
Rangoon, Feb. 17.

Captain Hinkler, the British airman, who has beaten record after record in his remarkable flight to Australia, has arrived at Rangoon.

Hinkler has now completed two-thirds of his journey in eleven days.—*Reuter.*

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 18th FEBRUARY, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Association Meeting.

A special note should be made of the fact that the annual meeting of the Hongkong Automobile Association takes place on Wednesday evening next. The meeting is to be held in the Board Room of Messrs. Jardine, Matheson and Co., Ltd., and is timed to begin at 8.30. There should be a large attendance of members.

Testing Drivers.

Enquiries made at the Traffic Department shows that during last year no fewer than 876 persons were tested in Hongkong for efficiency in driving with a view to obtaining licences. Of this number, 680 persons were found to be competent, the remainder being referred back for further tests. Thirteen driving licences were suspended for varying periods and four were cancelled outright.

Bus Routes.

In order to increase the efficiency of the Kowloon Bus service various routes are to be allotted to certain companies, which means that each company will be restricted to running on the routes allotted to them. Hitherto, it has been the custom of the Companies to run on all the routes, and the new scheme has been devised with the object of stopping a lot of unnecessary competition, and of doing away with touting and a certain amount of racing. It is thought that the Companies will now be in a better position to run their buses to a strict schedule—which is an important point to the travelling public.

A Danger Spot.

There is one spot in the Colony where a much-needed road improvement ought to be taken in hand for the safety of motorists and other road users, this being in Robinson Road, a few paces west of the chair stand at Sel's Corner. The bend in the roadway here is very narrow and it is quite dangerous for cars proceeding in opposite directions to pass—especially as the bend makes the road a blind one. A good many motorists are using this road, and a little more room at this spot would be greatly appreciated.

Number Plates.

A great deal of doubt appears to exist among local motorists as to the use of number plates—many assuming that they can change the plates from one car to another. This is not the case. The Regulation reads: "Number plates will not be transferred from one vehicle to another unless permission has first been obtained from the C.S.P." We are given to understand that the Licensing Department has had difficulty with the records owing to this fact not being sufficiently widely known. When a car has been licensed and a set of plates issued for it, the plates are for that car alone. It would greatly assist the authorities if motorists, when securing a second car, would obtain a completely new set of plates and plates complete. After all, there is very little to choose between one number and another—they all serve the official purpose for which they were intended.

The Races.

The traffic was exceptionally heavy during the first three days of the Races and we were pleased to note that nothing of a serious nature occurred in the way of accidents. It appeared, however, to be time that further parking place was provided. The present stand was allotted to owner drivers this year and these were truly grateful for the chance of parking their cars on the stand provided for that special purpose. We should like to see the parking

ground for private cars near the Happy Retreat enlarged by the removal of part of the hillside as the space at present is very limited. The waste ground opposite the Convent on the Wong Nei Chong Road could very well be used for a public stand. It could be concreted and would make a most excellent stand. These suggestions are put forward with the idea not only of benefiting motorists but for the guidance of the responsible authorities. The number of vehicles in the Colony is increasing by leaps and bounds and there will assuredly be another big increase in the early days of summer—the best selling season. Within a few years the regulation of traffic at the Valley will be a big problem indeed if further parking accommodation is not provided. Football matches are now drawing enormous crowds and scores of motor cars congregate on the Wong Nei Chong Road, sometimes making the roadway almost impassable. A stand nearby, as suggested above, would improve matters considerably.

Peak Garages.

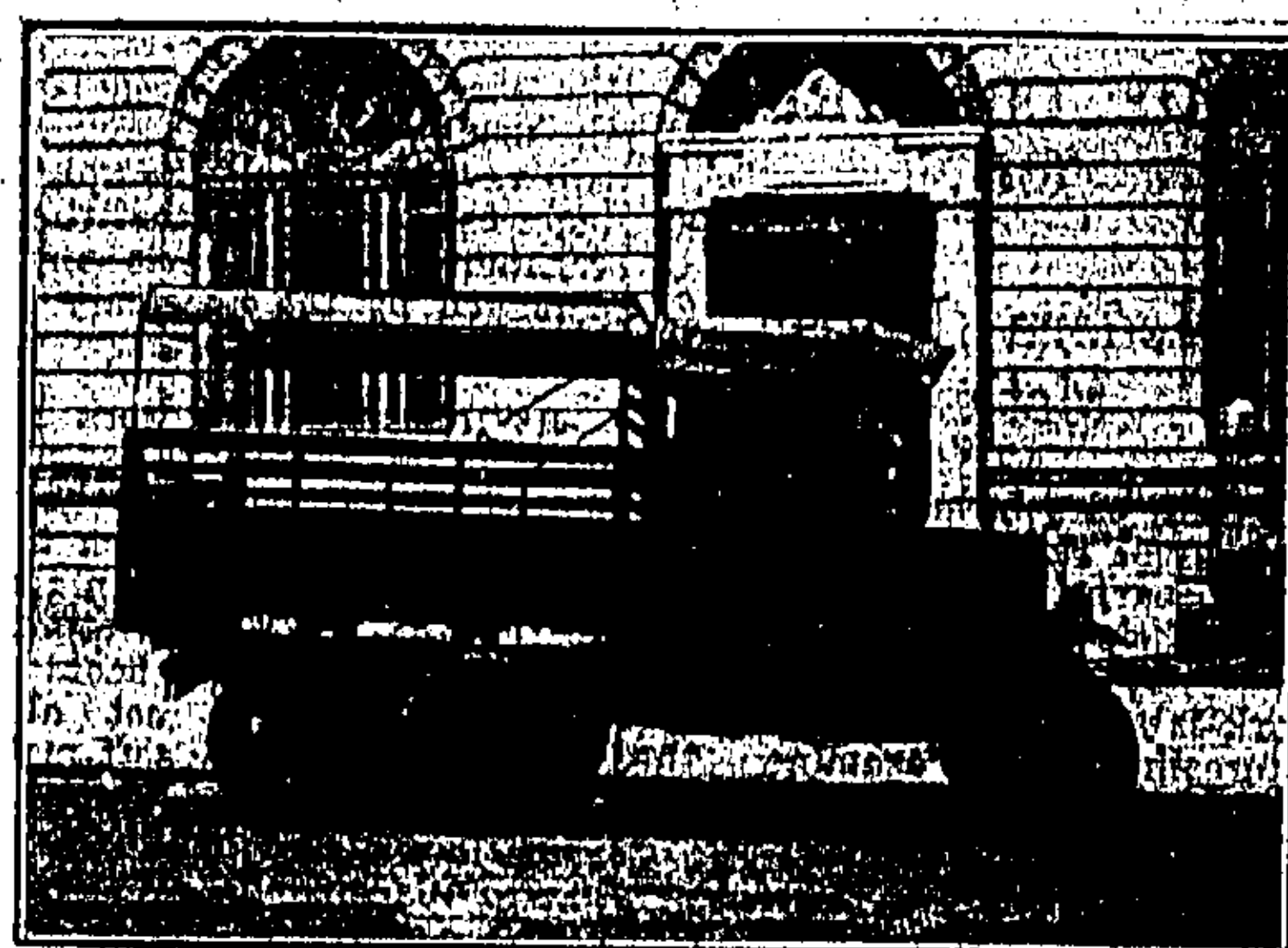
We were pleased to read that the Hongkong Land Investment and Agency Company has decided to build a number of garages on the Peak. We have more than once drawn attention to the shortage, and it is with pleasure that we note that the work is already in hand and that the work will be completed this year. The position chosen seems to be ideal and we are certain that when the building is complete, the letting of the garage accommodation will be an easy matter. The Company's enterprise in this matter is to be commended and is deserving of every success.

FEWER EXHIBITORS.

New York Show.

Thirty-two manufacturing companies producing 44 makes of cars, 19 makes of trucks, and one taxi-cab, will exhibit at the New York Automobile Show, January 7 to 14. Last year 35 companies exhibited.

A MORRIS SIX-WHEELER.



One of the fleet of ten Morris six-wheelers which have just been supplied to the Canton Government by the Hongkong Hotel Garage.

THE PROMISE OF 1928.

The Motorist's Happy New Year.

The motorist, above all other members of the community, may, during the coming year, expect to fulfil his friends' oft-repeated wish that he may enjoy a Happy New Year. Never have cars been so good as they are to-day; nor have they been so low in cost; never before has there been such a choice of sizes, powers and types. Tyres have recently been reduced in price; first-class petrol is obtainable at 1s. 1½d. a gallon (in London) many stretches of new road with a surface comparable to a billiard table have been opened in the year which has just passed into Father Time's store cupboard.

Many thousands of lucky people in the community will assuredly take the first step to a Happy New Year by the acquisition of a long-coveted car, and it is a comforting thought that a very large proportion of them will be Morris cars. These happy folk will for the first time taste the joys of real freedom of movement; the sea for the town dweller every week-end, the shops of the cities for the country mouse, when he (or she) be so minded;

visits to relatives and friends half forgotten from considerations of distance. If the seasoned car owner may honourably covet anything of his neighbours it is surely these wonder days of novitiate which come but once in a lifetime.

Croakers there are who declare that motoring is not what it used to be; that beauty spots are over-run; that seclusion is difficult at week-ends; that cars are so reliable as to be monotonous. We hear sighs for what were termed "The Good Old Days." Looking back—and we can look back quite a long way—we cannot but admit that we have ever had a fairer share of real enjoyment from our car than we have to-day. Certainly some of the adventurous days of yesteryear seen in the coils of an after-dinner fire, following, perchance, a trouble-free run of a hundred miles, take on a roseate hue in the memory, those days when we struggled with a broken contact breaker or forged a valve spring from a hairpin and emerged triumphant at the end of an hour. These were glad moments, no doubt, but we are apt to forget that we were not always so successful, and that a train journey was not infrequently the end of a far from perfect day.

No, the golden age of motoring is with us now. Whether we be seasoned roadfarers or novices,

PACKARD PRICE REDUCTION.

An Important Announcement.

Following closely on the heels of a quarterly statement which showed the Packard company to be doing the greatest volume of business in its entire history, the Packard Motor Company on January 1, 1928, announced a big price reduction on all types of its own custom model eight cylinder cars. The cars remain identically the same Packard Eight as the company has been building in the past.

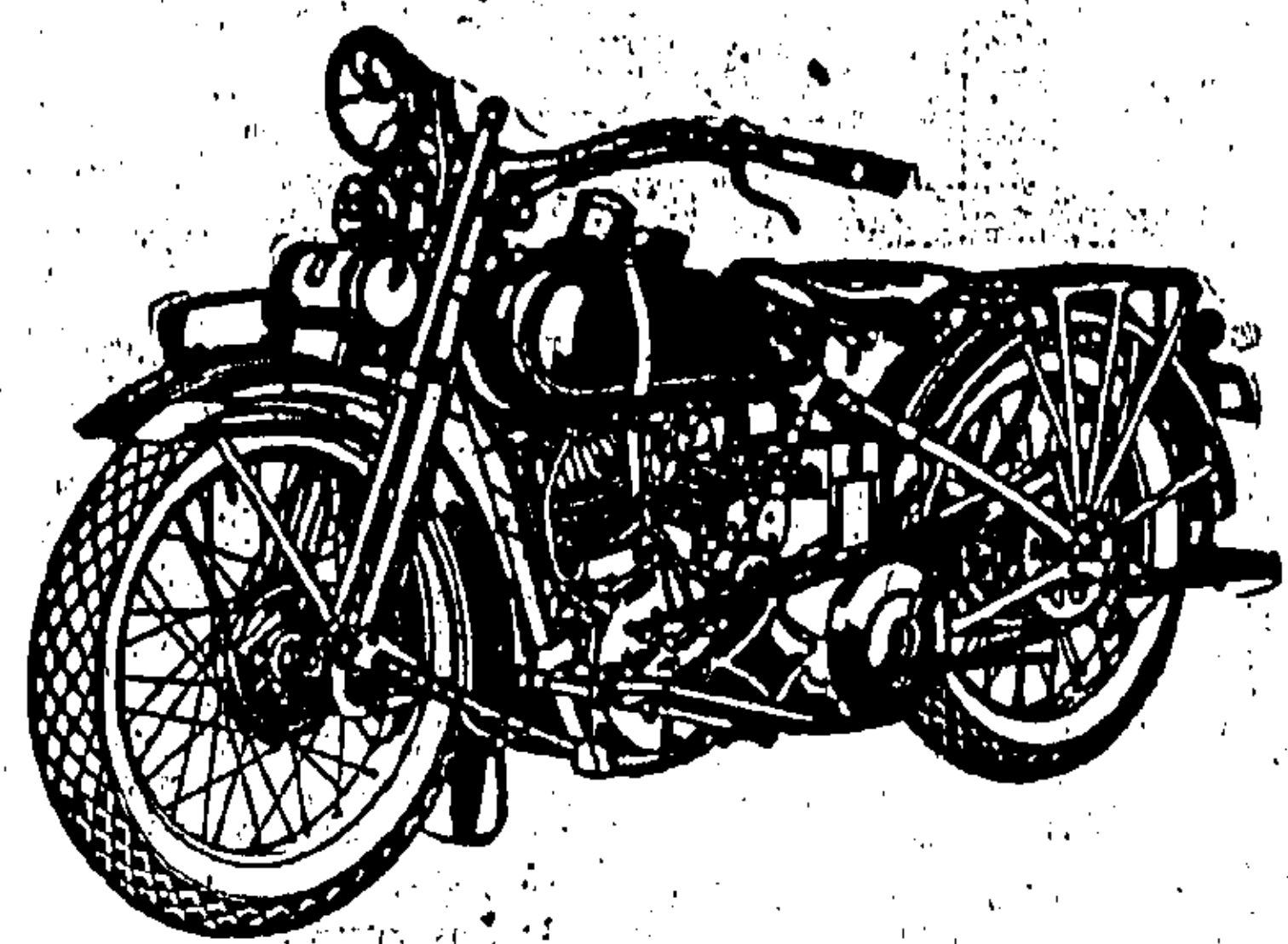
The announcement said the Packard factories are busier than ever before in nearly 30 years of motor car building and at a time when seasonal activity is least expected. This bears out the statement for the first quarter of the company's fiscal year, including the months of September, October and November, made public recently. The statement showed that during these months Packard shipped 13,020 automobiles, far exceeding shipments for any single quarter since the first Packard car was built. It also exceeded the total number of cars for many whole years of operation. Profits of the company, moreover, established a new high mark at \$5,533,368 including the net income from factory branches and all other sources.

Packard executives said they believed it was just a matter of good business to share the prosperity it is enjoying with those who buy its product. They explained that prospects never have looked brighter for Packard than they do now, that the factories are now working overtime to meet current demands for cars and that the reduction will make the Packard Custom Eight cars available to so many more persons that the demand will become even greater.

Nearly a year ago a number of important changes were made in the Packard Eight which, with the unlimited options of paint and upholstery, established them as custom cars. At the same time the equivalent of a very considerable price reduction was made through equipment added to the car, including such things as spare wheels and tyres mounted in wells in the front fenders for which it is customary to add very considerably to the price.

The new prices show reductions running from \$550 to \$3700 on the enclosed models with somewhat lower cuts in the prices of the open models.

We could never obtain more satisfaction from car ownership than we can in this exceedingly Happy New Year.—Morris Owner.



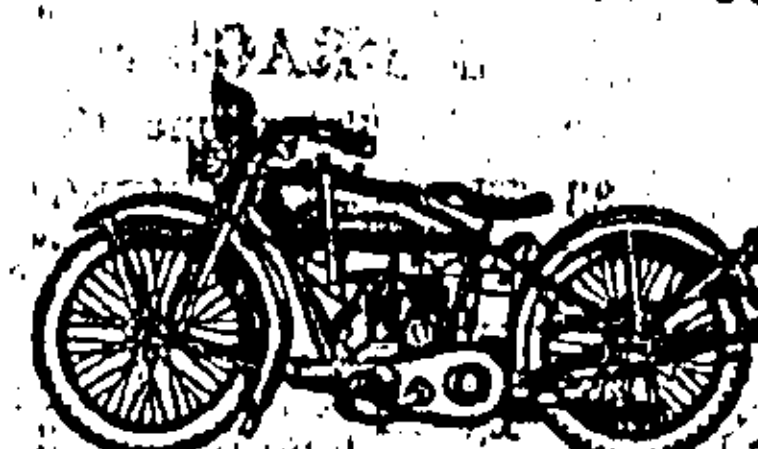
Our third shipment of the famous 1928 HARLEY-DAVIDSON CYCLES

are now in stock.

(Only one 1928 Harley Single O.V.H. model, and One 1928 Combination left.)

Our Fourth Shipment is due April 9th., by s.s. President Pierce.

BOOK YOUR MOUNT NOW.



THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

Change Oil Every 1,000 Miles.

Reason Number 4—Carbon

You cannot stop carbon from forming in your motorcar engine. It forms in every engine. And you cannot prevent bits of engine carbon from entering and contaminating your crankcase oil. If you have driven your car for 1,000 miles you may be sure that your oil contains a dangerous amount of carbon particles.

All substances which contain carbon, when burned, give off smoke. Start a bonfire of papers. The papers turn into smoke. All smoke contains soot. All soot is carbon.

There are countless little bonfires of benzene and oil burning inside your engine cylinders when you are operating your motorcar. Because benzene and oil both contain carbon, a residue of carbon soot always remains behind in the combustion chambers.

Carbon is hard. Diamonds are made of carbon. Particles of this hard, carbon soot work their way by the piston rings, collect in the crankcase oil, where they steal engine power and wear costly engine parts.

Fresh oil is always cheaper than repairs. Drain the carbon-laden oil from your crankcase every 1,000 miles. Refill with the correct grade of Mobiloil. Changing oil will give your car more power—more miles of trouble-free operation.

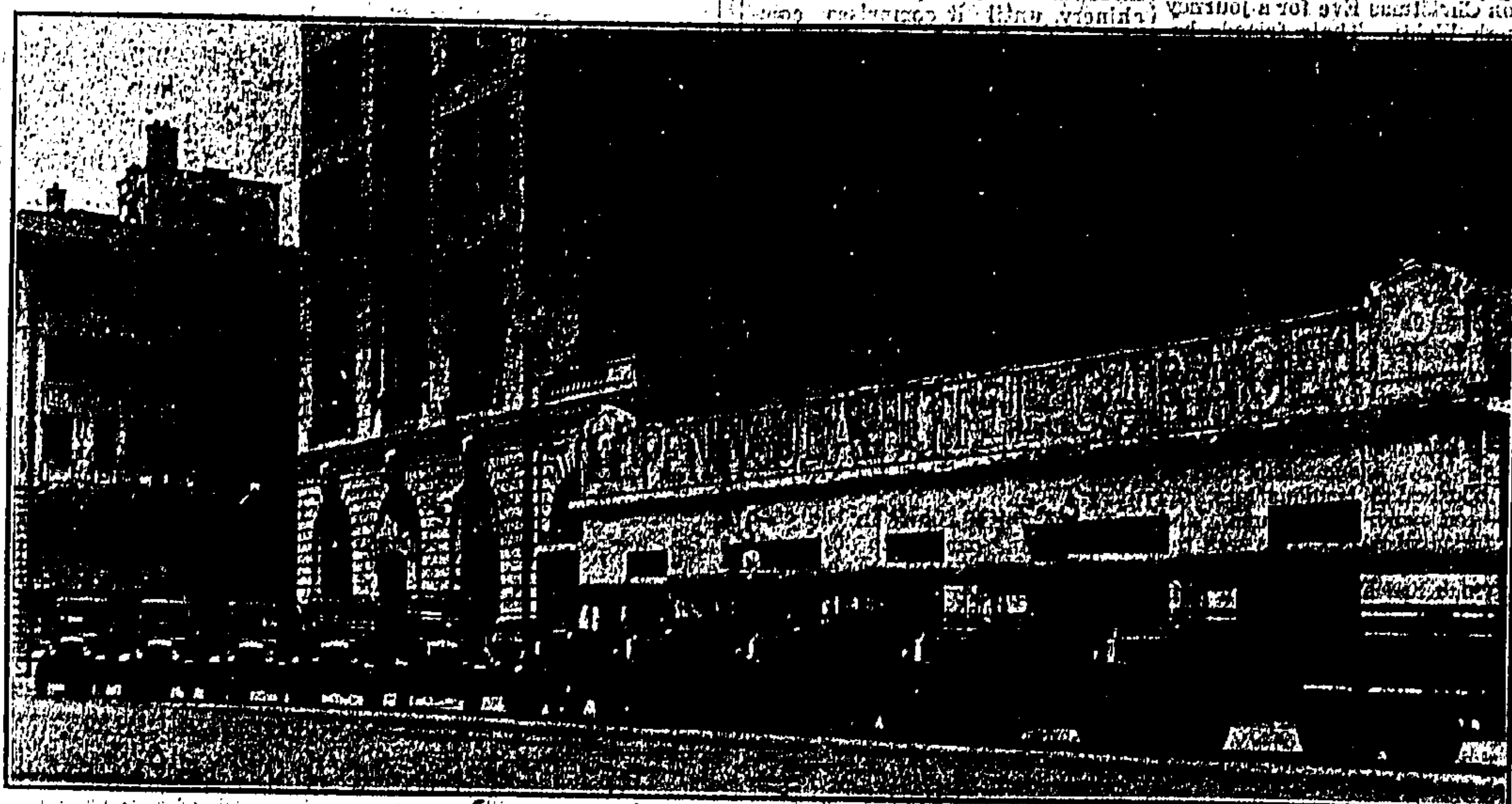


Mobiloil

Make the smart your guide

VACUUM OIL CO.

A FLEET OF MORRIS SIX-WHEELERS FOR THE CANTON GOVERNMENT.



On Wednesday and Thursday last the above fleet of ten Morris Six-Wheel vehicles (seen outside the Peninsula Hotel Garage at Kowloon) were sent up to Canton by train by the Hongkong Hotel Garage to the order of General Li Chai-sum for the Canton Government. The trucks, which are to be used for transport purposes, are of exactly the same type as have been so successfully employed by the British military authorities.

WHEN BETTER AUTOMOBILES ARE BUILT
BUICK WILL BUILD THEM

1919
1920
1921
1922
1923
1924
1925
1926
1927

1st for 9 consecutive Years

For the ninth consecutive year Buick has won first choice of space at the National Automobile Shows.

This is Leadership! For this honor goes annually to the member of the National Automobile Chamber of Commerce with the year's largest volume of business.

Chance plays no part in this award. It is conferred upon the car which has found the most favor among the buyers of America—the car in which they have invested a plurality of their dollars.

It has gone to Buick every year since 1918 because Buick has built better motor cars, and continually put back the savings of increased volume and engineering development into still greater value.

Nine continuous years of leadership! For any other car to equal this would mean retaining continuous leadership until 1936—almost another decade.

The industrial history of America records no more brilliant achievement than these nine successive years of Buick dominance.

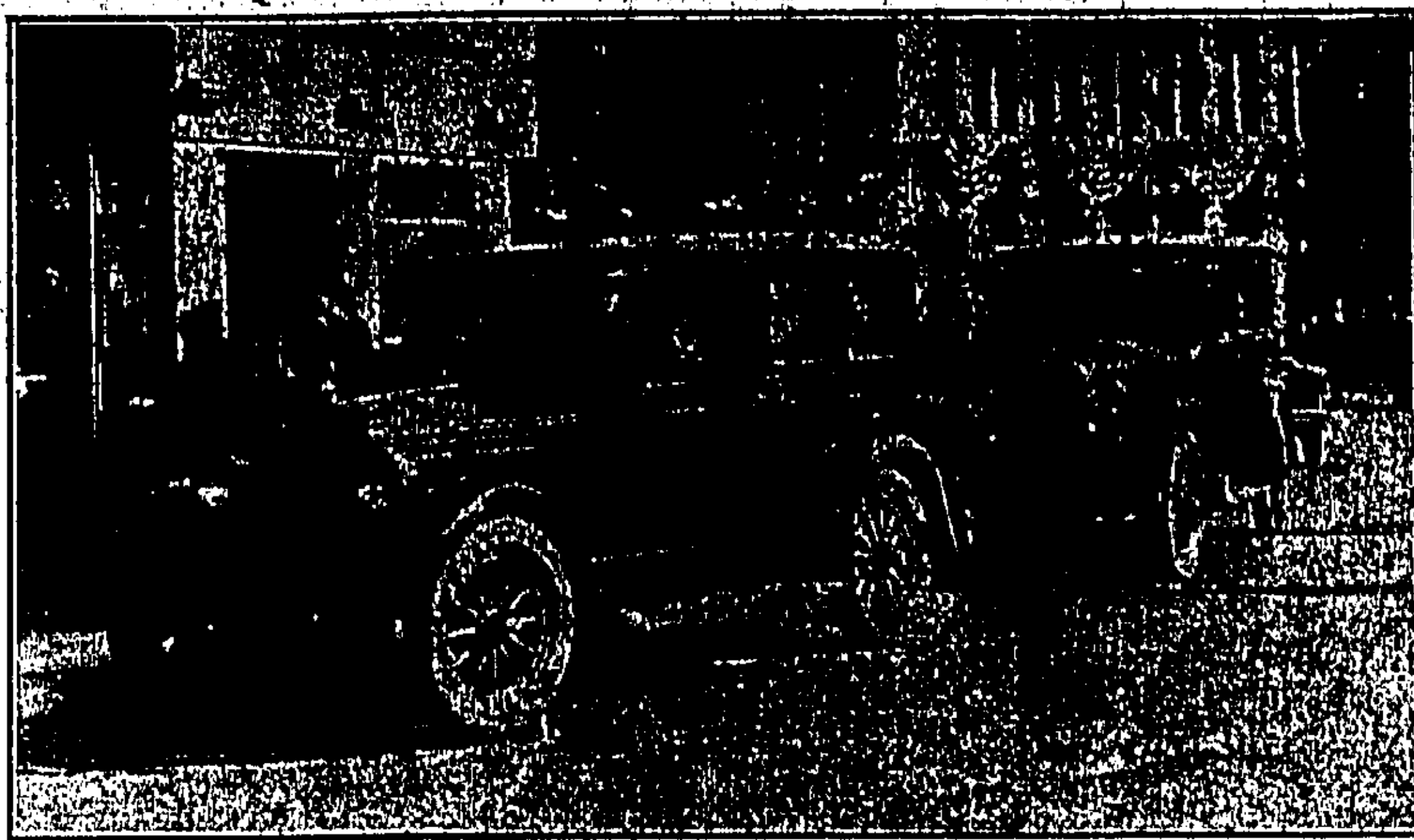
A PRODUCT OF GENERAL MOTORS

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1248 or 1247.

33, WONG NEI CHUNG ROAD HAPPY VALLEY.

THE HUDSON VEHICULAR TUNNEL



The picture above shows two Buick cars near one of the toll houses of the Hudson Vehicular Tunnel in New York, which was officially opened on November 18th. On the opening day no less than 50,000 automobiles went through this tunnel, and a steady flow of motor cars has followed ever since. It is expected that during the first year 15,000,000 automobiles will pass through the tunnel which is one of the mightiest construction works in America.

BODY CONSTRUCTION.

Modern British Methods.

British cars have always enjoyed a great reputation for quality in all parts of the world, and to-day their prestige stands higher than ever. The standard of bodywork is second to none and it is interesting to examine the methods by which this is achieved.

Humber cars, for instance, have for many years had a fine reputation for the quality, durability and finish of their bodywork. The Humber Works cover 27 acres and employ between 2,000 and 3,000 workers. The determination of the firm to produce nothing but a quality car, the highest possible value at the price which is charged for it, is shown by a number of special features. Thus, in the blacksmith's shop may be seen a selection of articles manufactured by the company, which are usually obtained ready made by other firms. In the foundry, too, all types of castings (iron and aluminium) are produced, including many intricate die castings. In the laboratories every scrap of material used in Humber Cars is "vetted" by highly qualified men. Thus, in the metallurgical laboratory, samples of the aluminium, steel and iron to be issued the next day to the works are tested every day so that no flaw can go through and be embodied in a car of Humber construction.

All this care costs money, but the result is a car of which the owner can be proud, not as he drives it (the first hundred miles, but as he drives it into the 30,000th or 40,000th mile, a car of which "the quality is remembered long after the price is forgotten."

Many factors combine towards the maintenance of the high standard of bodywork. Thus, with the timber used for the bodies, in the Stores will be found large quantities of the finest ash, mahogany, walnut, whitewood, &c., and a careful system of marking and dating each individual piece of timber ensures only thoroughly seasoned wood being used. Further, the timber is subjected to a laboratory test, to determine correctly the amount of moisture it contains before being stacked.

At the Saw Mill, the timber is rough-cut and shaped by the most efficient and up-to-date machinery, until it comprises complete sets of body parts of all types, which only need assembly. After inspection these parts are then transferred to the Body Shop, where they are stored and then built up into complete bodies, as required, inspection taking place during and after each operation.

After a first coating of lead paint on the framing the bodies now progress to the Panelling Shop, where every care and attention is paid to the preservation of up-to-date and beautiful finish. The panels, after being shaped, undergo a rust-preventing process.

In the Paint Shop, in the case of the open cars, the cellulose finish is carried out. Exhaustive and prolonged experiment has resulted in a method of working this most difficult medium to a degree of highest efficiency.

In the case of the closed cars, the painting is done in many stages. There is the primer coating, and lead coating, three filler coatings, two colour coatings, a hard-drying varnish and a final varnish. Between each coating

the coachwork is passed through the drying kilns, and between the two varnishings all the upholstery work is done so that the final varnish shall not be in any way damaged by the necessary handling of the upholsterers.

At this stage the work has to be done in conditions as aseptic almost as those in a hospital. Every precaution is taken to prevent dust or impurities in the air. In the final varnishing rooms the men work in rubber boots with overalls. They are not allowed to come in tweed or soft material suits that might "fluff." The room is enclosed and the floor damp; air currents moving continually outward from the room prevent dust from being floated in, and the new air supplies pass through a filter of steel chips heavily loaded with thick oil which catches all impurities.

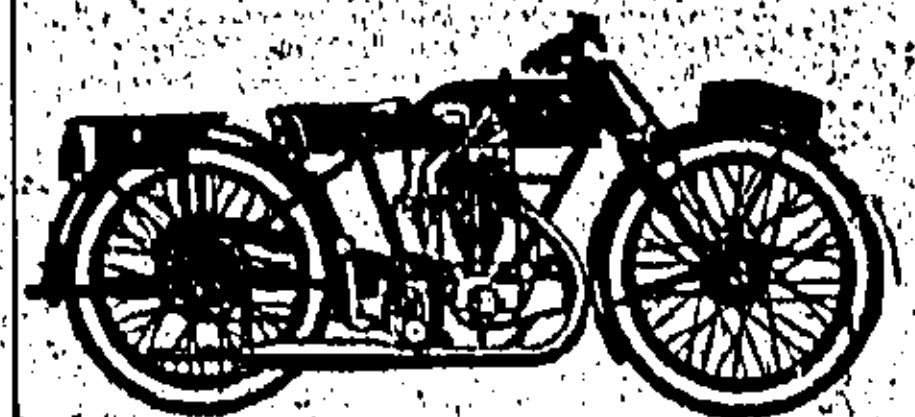
The presence of timber in the coachwork makes it impossible to work at anything like the temperature used in the wing enamelling process. And it is also vital that the heated air shall not be too dry. The paintroom kilns there-

fore are differently heated from the enamelling stove.

The air is filtered for impurities, of course, as it is drawn in, but it is also washed. It passes through a glass-sided tank in which jets of water can be seen continually playing. This saturates the air with moisture before it passes through the heater (heated in this case by steam coils and not directly by furnace) and the air is brought up to a temperature of 130 deg. F. at which it passes down into the kiln.

The heat is, however, not the only thing to be checked in the kiln. The dew-point, or humidity, must also be watched. This again is done automatically, and if the air becomes too dry or too wet its condition is immediately corrected by automatic damper and steam controls.

These highly specialised methods bring results which enhance the reputation Humber Limited have enjoyed for wonderful bodywork finish since the earliest days of Motor Manufacture.



There are no better in
Hongkong for the money.

FRANCIS AND BARNETT

Cycles

From £35.0.0 up.

DOUGLAS E. W.

From £59.0.0 up.

TRIUMPH MOTOR-
CYCLES

From £60.0.0 up.

INDIAN MOTORCYCLES

From G\$245.00 up.

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STOCKS CARRIED.

HANDYMEN OF THE
HIGHWAY.

Great Service of the
A.A. Road Patrols.

BLIZZARDS & FLOODS.

With its network of A.A. road patrols and roadside telephone boxes, stretching from the south coast of England to far north in Scotland, Britain has—through the Automobile Association—a road intelligence service which is not to be found in any other part of the world.

Throughout the blizzards, thaws, floods, frost, and fog this road service has done invaluable national work. Day and night the London headquarters of the Automobile Association have been linked up with all its Area Headquarters in various parts of the country. They, in turn, have been in touch with their road patrols, so that from London it was possible to have all available information of the latest road conditions from Penzance to Aberdeen.

This was circulated to the Press, and broadcast.

Out on the road the patrols were warning traffic of the dangerous or impassable places, working out alternative routes where feasible, and giving aid to stranded vehicles. As there was an unusually large amount of traffic on the roads during and after the Christmas holidays, the danger, confusion, and delay would have been very much greater for travellers but for the assistance of the A.A.

Strange Experiences.

Many strange and not a few humorous experiences are recorded by the patrols. A Kentish farmer visiting his barn after the storm was amazed to find two motor cars there, one a superb saloon and the other a small car. He may be pardoned if he rubbed his eyes for a moment, and had happy visions of a belated Christmas present from some munificent friend, or he may have even thought that the Government had at last decided to do something handsome for the poor farmer. But the vision was shattered when, on proceeding to another out-building he found two more cars. It was beyond the limit of a friendly act to load him up with four cars!

Meantime, A.A. Headquarters were being called up by motorists who had left their cars in farm sheds "somewhere in Kent." Finding the right cars was no easy task, for more than fifty motors were discovered in various sheds and barns. They had been run in during the blizzard, their owners hurrying away on foot for the nearest village through fear of being snowed up on the road.

More than a hundred cars were found embedded in deep drifts on one of the main roads between London and the coast. Despite warnings, many drivers persisted in going on, only to add to the number already imprisoned in the snow. Small cars wholly disappeared in some of the drifts, and it was rather amusing on the following day to see people probing the depths of snow with sticks in the endeavour to find their car. One motorist chartered a team of men to dig for his car, and after much toil an explorer called out that he had struck it with his shovel. Further digging brought a milestone to light!

A farmer in the west country made money out of the snow by charging half a crown toll for each car which drove across his field in order to make a detour around an impassable drift in the road way.

Lost And Found.

Two motorists set out from London on Christmas Eve for a journey through Wales. Their friends became anxious when no news arrived after several days. The only information given to the A.A. was the name of the car owner. As he was a member his badge number and his car number were found for identification purposes, and the patrols were notified. Eventually in a remote part of Wales the travellers were found stranded by a patrol. After losing their way many times in the storms they were held up by tyre troubles.

An overturned and abandoned car was discovered by a patrol on the Great North road after the blizzard had abated. The only clue was its A.A. badge. The matter was reported to headquarters, the registered owner was found, and communicated with. This was the first news he had obtained of his car, which had been stolen in London on Christmas Eve! The thief had run into a drift, and probably had to walk back to London.

Red flags by day, and lights by night, were used to mark many dangerous drifts and floods. Fallen telegraph and telephone wires lay across the roads in places and formed a danger to traffic. They were moved back, and trees and other obstructions were cleared by the aid of the patrols.

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China Motor Bus Co.	2-18 passenger Busses
Kowloon Motor Bus Co.	2-18 passenger Busses
New Territories Bus Co.	1-16 passenger Bus
H. Ruttonjee & Son	1-30 cwt. Lorry
Asiatic Petroleum Co.	1-30 cwt. Lorry
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"Nestle Chocolate"	1-Ton Delivery Van

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Chassis Z. 5 with 32 x 4½" tyres, dual rear, F. W. B.	£320
Chassis Z. 6 complete with 32 x 6 tyres and F. W. B.	355
Type Z. 5 Standard Lorry complete with Cab	390
Type Z. 6 Standard Lorry complete with Cab	420
Type Z. 5 Charabanc for 18 passengers	620
Type Z. 6 Charabanc for 18 passengers	650
Type Z. 5 Special Saloon Bus	670
Type Z. 6 Special Saloon Bus	700

30 C.W.T. 6-WHEELER 15.9 H.P. 11' 8" W.B.

Chassis only, equipped with 32" x 4½" tyres	£538
Chassis with War Dept. type Body	628

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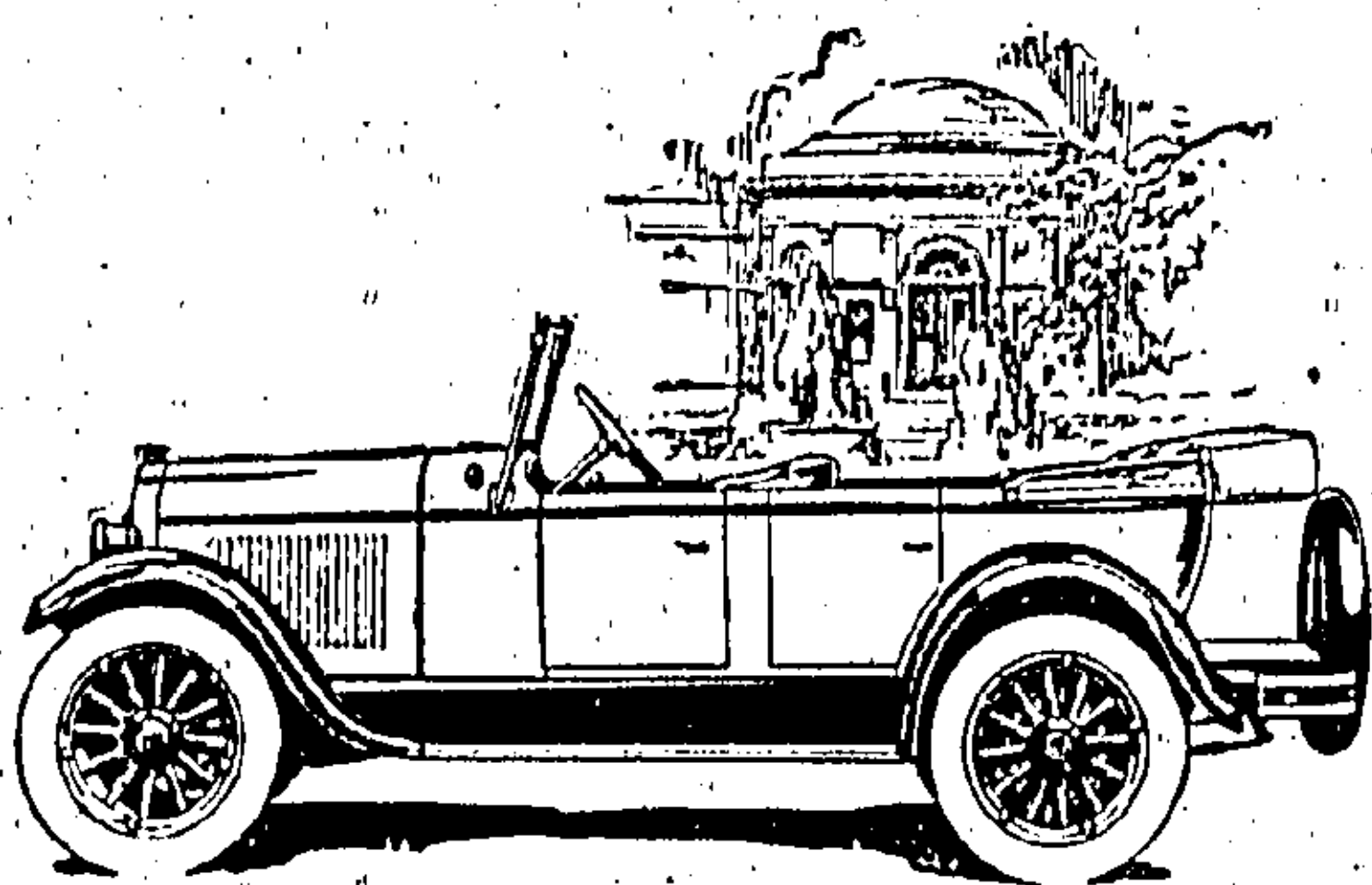
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Compares With
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MONEY-VALUE

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SELLING INFERIOR PETROL.

"Shell" Mixed with "Cracked" Spirit.

A HOME CASE.

A case of considerable interest to motorists at Home who buy petrol from roadside filling stations was decided at Surrey Quarter Sessions, held at Kingston, recently.

Messrs. F. W. Dents and Co., Ltd., proprietors of a petrol filling station in Brighton-road, Burgh Heath, were summoned under the Merchandise Marks Act with applying a false trade description to two gallons of petrol, and alternatively with selling the petrol to which a false trade description had been applied.

They were fined £20 and ordered to pay £20 towards the costs of the prosecution.

The case was originally before the Epsom Magistrates and was sent to the Sessions, as the defendants elected to be tried by a jury. A plea of not guilty was entered.

Public at Retailers' Mercy.

Mr. G. D. Roberts, prosecuting, said that the gist of the case was that Messrs. Dents sold as Shell petrol spirit which was not Shell, but a brand of petrol which had been wrongfully substituted for Shell.

The motoring public, he said, was largely at the mercy of petrol retailers, on whose honesty they had to rely, and if a retailer substituted one kind of petrol for another with the object of making an unlawful profit, his offence could be discovered only if the petrol were analysed.

The Shell spirit at the defendants' petrol station was contained in a sealed tank locked with a padlock and chain, but by some unlawful means which he was unable to prove the tank was opened and foreign spirit was introduced.

Vivian Charles Varcoe, an employee of Shell-Mex Limited, gave evidence of the purchase, on July 23, of two gallons of Shell petrol from a pump at Dents' station bearing the word "Shell."

Mrs. Gertrude Stanley, proprietress of a tea house near the garage, said that about 5.30 a.m. one day last July she looked out of the top window of her house and saw a long tube connecting the Power pump with the Shell tank.

Mr. Dents was holding the tube over the Shell tank and his father-in-law was operating the Power pump.

Mrs. Stanley admitted in cross-examination that she had had an unpleasant difference with Mr. Dents, but denied that she was prejudiced.

Samuel Pleeth, an analyst employed by the Shell-Mex Company, said that the petrol he analysed was not Shell, but was a mixture of Shell and a "cracked" spirit of an inferior grade. The petrol contained only 40 per cent. of Shell spirit. There was no trace of water in it.

Anthony Aylward, a chauffeur, stated that about 9 o'clock one night last July he saw a man working the Power pump at Dents' petrol station, and as there was no motor car there he traced the pipe and found that it was connected to the Shell pipe.

Christopher Teale, a divisional manager of Shell-Mex Limited, said that the defendant company complained that water had got into their Shell tanks, and men were sent to pump out the water. There was no complaint after April 12. When told of the alleged adulteration of petrol Mr. Dents said: "If there is anything in the petrol it must be water."

This concluded the case for the prosecution.

"A Grudge Against Me."

Frederick William Dents, giving evidence for the defence, said that he had never put any other kind of petrol into the Shell tank, and spirit taken from the Shell pump was in exactly the same condition as when it was delivered to him by the Shell-Mex Company.

He did not possess a pipe which would reach from the Power pump to the Shell tank, and he had not a key which would open the Shell tank.

"I suggest," he said, "that Mrs. Stanley invented her story because she has a grudge against me."

The jury found the defendants guilty. Mr. Roberts, replying to the Chairman (Mr. Cecil Whiteley, K.C.) as to the financial position of the defendant company, said that the prosecution was not undertaken by the Shell-Mex Company in a vindictive spirit, and they did not press for a heavy penalty. The "took the proceedings because they felt it was their duty to do so."

A fine was imposed as stated.

"KNIGHTS OF THE ROAD."

Foundation of New Order at Home.

BADGES FOR GOOD DRIVERS.

A new "Round Table" and Knightly Order for motorists, which will be known as "The Order of the Road," was instituted recently at Home with the object of encouraging skilful driving, thus making the roads of the country safer for all users.

The executive committee of the Order consists of the Earl of Cottenham (Chairman), Sir Arthur Stanley, Lieutenant-Colonel J. T. C. Moore-Barabazon, M. P., Professor A. M. Low, and Mr. Lee Guinness, and it is proposed to issue badges to deserving motorists who for three years have not had any convictions against them for dangerous driving nor had any serious accidents.

At a luncheon at the Savoy Hotel Lord Cottenham read a message from the Home Secretary, welcoming the movement and wishing them every success.

The qualifications are that no driver can become a member of the order unless he can produce evidence which will satisfy the executive committee that he has driven a motor vehicle on the roads for at least ten thousand miles during the three years prior to the date of his application for membership; that he has not been convicted for driving to the danger of the public during the same period, and lastly that he has not been responsible for causing an accident on the public highway during that time.

Code of Chivalry.

The annual subscription will be 10s. (for paid drivers and for motor cyclists 5s.), while the badge can either be affixed to the car or worn in the button-hole. A member also undertakes to inform the committee of any accidents he may be in, and any convictions he may receive. The committee will investigate all doubtful cases on their merits and will, in fact, constitute a jury for maintaining a high standard of driving.

A member on joining is required to promise that his first object shall always be consideration for all drivers, cyclists, pedestrians, and other road users whenever he is driving on a public highway.

He also agrees to give clear signals; never to overtake another vehicle unless he can do so without inconveniencing any other road user; never willingly to stop any vehicle in any position on a public highway where its presence would constitute a danger to other traffic; to give ample space to other traffic, and to keep to the left-hand side of the road under all conditions that might lead to danger; to drive with caution at all road crossings and junctions, and to keep the Order informed of any accidents in which he may be involved in which damage is done.

Every member will be supplied with separate certificates of membership, and the committee sincerely hope that in this way an important contribution will be made towards safer motoring. The address of the Order is Maxxwell House, Arundel-street, W.C.2.

A Good Move.

In commenting on the above, the London Morning Post says:—

"A new association—it might almost be called a Crusade—was launched on the motoring public yesterday. It is called 'The Order of the Road,' and aims on a lesser model at some of the objects of an order of chivalry. If, being the driver of a motor-car, one can fulfil certain tests as to clean licence, immunity from accident, and good reputation with an insurance company; if, being the driver of a motor-car, one is determined to observe not only the actual rules, but the innate courtesies of the road, then the badge of this new Order will be available. It is impossible as yet to say how far the existence and display of such a badge may prove of advantage to the badge-owners, or have a stimulating effect on the, as yet, badgeless. Moreover, it will, we think, be necessary to prevent the display of unearned badges. But the movement interests us, and, at first sight, wins our sympathy, because it is a definite attempt by motorists themselves to put their own house in order."

"It seems vain to expect from the Government that serious attempts so to amend the law as to bring greater safety to the roads, and a more just dealing for good and bad motorists, which is, we think, overdue. Meanwhile, 'The Order of the Road' may prove its use and value. At all events, it is a portent."

PACKARD CUSTOM EIGHT MOTOR CARRIAGES.

30.20 H.P. R.A.C. Rating—block test actually develops more than 105 H.P.—384.80 cubic inches piston displacement.

Effective immediately we announce the following

VERY SUBSTANTIAL REDUCTIONS

in our delivered prices of

Packard Custom Eight Motor Carriages.

The details of these

STARTLING PRICE SLASHES

are as follows, all prices being in U. S. Currency and for delivery in this territory.

Model:	Old Price:	Reduction:	New Price:
2-seater Runabout	G\$4,460	G\$ 95	G\$4,365
5-seater Phaeton	G\$4,460	G\$ 95	G\$4,365
7-seater Touring	G\$4,535	G\$ 70	G\$4,465
2-seater Coupe	G\$5,270	G\$500	G\$4,770
2-seater Convertible Coupe	G\$5,370	G\$500	G\$4,870
4-seater Coupe	G\$5,575	G\$500	G\$5,075
5-seater Club Sedan	G\$5,575	G\$500	G\$5,075
7-seater Sedan	G\$5,780	G\$705	G\$5,075
7-seater Sedan Limousine	G\$5,880	G\$705	G\$5,175

These price reductions were announced by the Packard Motor Car Company immediately following their quarterly statement for the period ended December 31st, 1927, which shows that the Company is now enjoying the greatest volume of business in its entire history. The cars remain the identical same PACKARD CUSTOM EIGHTS that the factory has been building in the past.

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MOTORISTS IN TRAFFIC.

Problem of London Delays.

What is going to happen to London traffic in a few years' time?

This question crops up again and again in the mind of everyone who has to pilot a car through the London streets, says a writer in a London Journal. Almost daily we are deluged with new round-about traffic systems, and regulations pour out of the Ministry of Transport. All the time the grim spectre of traffic stagnation is creeping up and up, and it takes longer and longer to get from point to point, while the dangers of the streets are steadily increasing.

I am not for a moment decrying the things that have been done to improve this state of affairs. The roundabout systems have their critics, and undoubtedly the changes make the lot of the unfortunate pedestrian harder, but, generally speaking, they have helped to speed up the traffic.

The real solution of the problem seems to lie in the professionalisation of all drivers, that is to say, that driving a car in Central London will no longer be considered as an amateur job, and will require special qualifications. I am not in favour of driving examinations but for the granting of licences, but I think that the authorities will shortly have to place London in a category of its own, and insist that, at any rate during the busy parts of the day, inexperienced people who do not know their way about shall not be allowed to impede the passage of other vehicles.

It is not so much safe driving as efficient driving that will have to be considered. Take the case of a stranger who comes to London for the first time. He may be perfectly capable of driving his car, but he cannot be expected to know all the intricacies of our "merry-go-rounds," and through no fault of his own he causes a tremendous amount of delay.

These people should simply not be allowed to drive a car within a radius of, say, three miles of Charing Cross. This may savour of Prussianism, but it is really to the interest of all concerned that anyone who really wants or has to drive in these districts will have to learn to drive up to a certain standard, and, above all, know his one-

way streets and other traffic regulations.

Improving a Bad Driver.

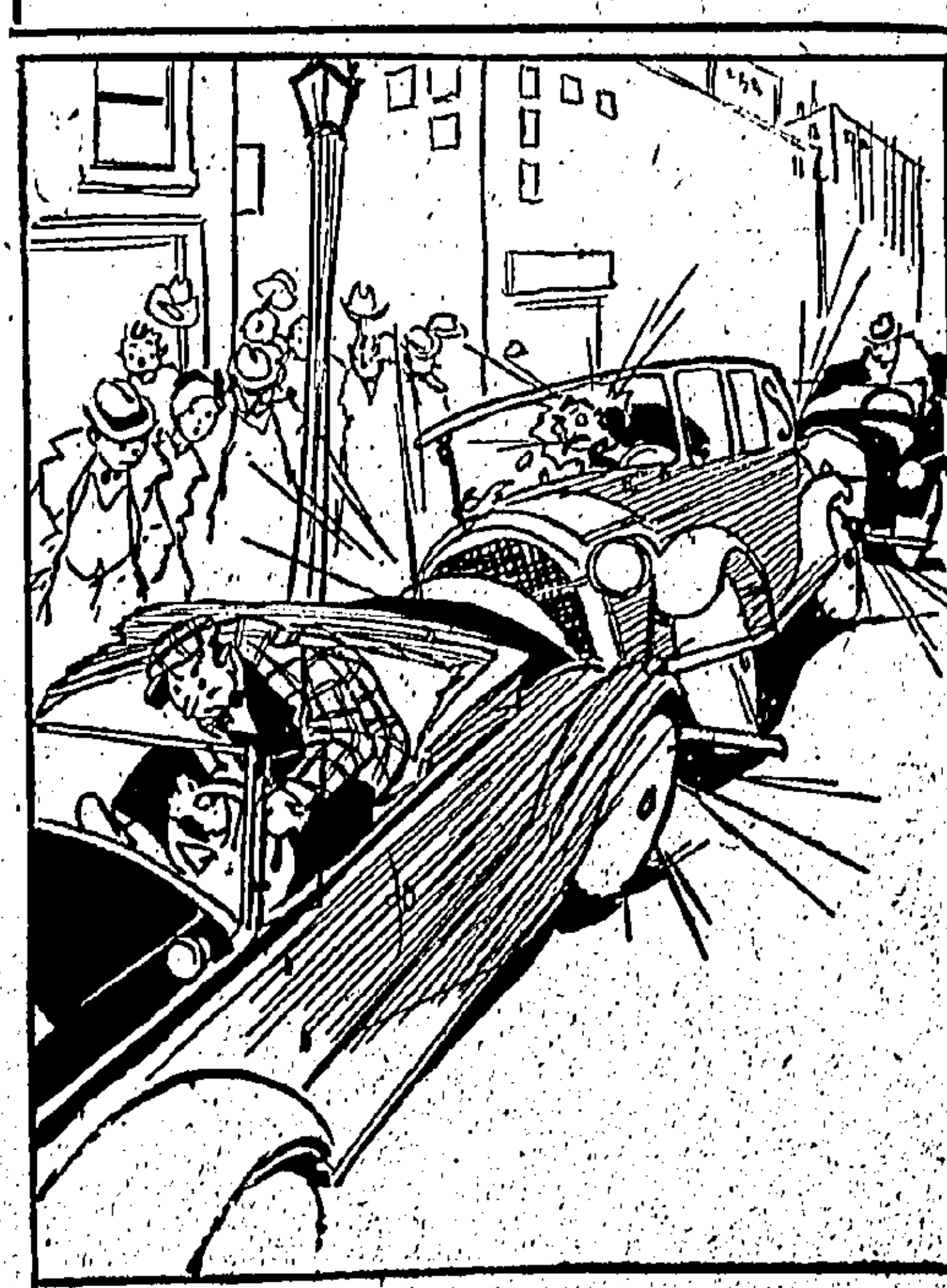
The London bus driver sets a standard of driving which we cannot all be expected to attain, but at any rate I think it may be possible to take a few hints from him. I have a certain young man in mind, who a year ago was one of the most naturally inefficient car-drivers I knew. He was thoroughly bad in every sense of the word, but during the course of his work with the L.G.O.C. he went through a driving course and drove a bus on the streets for about a fortnight.

He is now one of the best drivers one could meet anywhere, and his whole method has been revolutionised to everybody's advantage. When I came to drive with him recently I was astonished at the change that had been brought about in a few short weeks. I never believed it possible that a bad driver could be taught to drive well.

Now, of course, it is quite impossible for everyone to go through a bus driver's course, and Scotland Yard would be overwhelmed if everyone had to pass the test that the bus driver is given there. But I believe that something will have to be done in the near future to raise the standard of driving in central London and make it compulsory for everyone who takes the responsibility of piloting a car there to know the pitfalls and intricacies of our streets.

It is not the private car driver who is alone to blame; many lorry and van drivers would have difficulty in passing any sort of test, while quite a number of taxis are driven on the principle that if you keep going other people will generally get out of your way. Again, the difficulty of parking cars now put in the way of the private motorist in central London is so great that, generally speaking, it is usually very much better to be driven than to drive oneself.

GOOD BRAKES BUT—



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MOTORING
SUPPLEMENT
ARE REQUESTED
TO SEND
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THAN WEDNESDAY
OF EACH WEEK.

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OVERCHARGING.

The question whether over-charging does or does not injure a battery is one which closely concerns the owner-driver, who often wants to know whether he should always keep the battery on charge whatever its condition. The question was recently dealt with by the chief engineer of a well-known manufacturing concern who pointed out that overcharging does harm in several ways. The lowering of the electrolyte level by excessive decomposition will, unless made good, uncover the upper portion of the plates and increase the current density on the covered portion of the plates, resulting in overheating and abnormal depreciation. In certain batteries, in which the plates are not protected by a complete diaphragm or separator, particles of lead or lead sulphate carried up by the circulating electrolyte will form spongy lead on the upper edges or on projecting ledges and in time bridge across and short circuit the plates. These also suffer material damage, the active material of the negative plates contracting and the grids of the positives becoming oxidised and, furthermore, the active material of the positive plates suffers from mechanical and chemical effects. Overcharging, therefore, does cause increased depreciation.

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STUDEBAKER

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Rio de Janeiro to New York

THE DRIVERS OF THE VETERAN STUDEBAKER ALSO MADE A NEW RECORD ON THE SECOND LEG OF THEIR "HEMISPHERE TO HEMISPHERE" JOURNEY WHEN THEY ROLLED INTO LA PAZ, THE CAPITAL OF BOLIVIA, 18 DAYS OUT OF BUENOS AIRES. TO REACH LA PAZ THE DRIVERS HAD TO CROSS THE BOLIVIAN BORDER AT "TRES CRUCES," A LOFTY MOUNTAIN PASS COVERED WITH SNOW.

IN LA PAZ THEY CAUGHT UP WITH ANOTHER CAR, WITH NEW YORK CITY ALSO AS ITS OBJECTIVE, AND LEARNED THAT ITS DRIVERS HAD TAKEN FIVE MONTHS TO COVER THE DISTANCE BETWEEN BUENOS AIRES AND LA PAZ.

NEVER BEFORE HAS A VETERAN CAR BEEN SUBJECTED TO SUCH A GRUELLING TEST OF ITS RUGGED, DURABLE CONSTRUCTION.

COUNTRIES TRAVERSED INCLUDE NEARLY EVERY TOPOGRAPHICAL CHARACTERISTIC KNOWN TO THE GEOLOGIST. PLAINS, FORESTS, SWOLLEN AND DRIED-UP RIVERS, MOUNTAIN ZONES, SNOWY REGIONS—EVEN SECTIONS UNKNOWN TO THE TREAD OF AN AUTOMOBILE WHEEL—WERE COVERED BY THE STUDEBAKER.

WHY NOT OWN A CHAMPION CAR. TRY A STUDEBAKER—IF FOR ONLY FIFTEEN MINUTES—IT'S WORTH YOUR TIME. WE WILL GLADLY GIVE YOU THE OPPORTUNITY.

HONGKONG DELIVERED PRICES.

ERSKINE

H.P. 16.54 R.A.C.—107" WHEEL BASE

Tourer	5 Seater	G.\$1,150
Sports Roadster	4 Seater	1,200
Business Coupe	2 Seater	1,200
Custom Coupe	4 Seater	1,250
Custom Sedan	6 Seater	1,250

All Erskines with wire wheels.

DIRECTOR

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Custom Tourer	5 Seater	G.\$1,450
Sports Roadster	4 Seater	1,405
Duplex Phaeton	5 Seater	1,400
Custom Tourer	7 Seater	1,530
Custom Coupe	2 Seater	1,575
Custom Sedan Plush	5 Seater	1,575
Custom Coupe	4 Seater	1,675
Custom Victoria	4 Seater	1,675
Custom Sedan Mohair	6 Seater	1,675

COMMANDER

H.P. 36.04 R.A.C.—120" WHEEL BASE

Sports Roadster	4 Seater	G.\$1,835
Custom Coupe	2 Seater	1,875
Custom Victoria	4 Seater	1,875
Custom Sedan	5 Seater	1,875
Regal Coupe	4 Seater	1,905
Regal Victoria	4 Seater	1,905
Regal Sedan	5 Seater	1,905

PRESIDENT

H.P. 36.04 R.A.C.—127" WHEEL BASE

Custom Tourer	7 Seater	G.\$2,200
Custom Sedan	7 Seater	2,435
Custom Limousine	7 Seater	2,700

All prices include 4 wheel brakes, spare wheel, tyre and tube, windshield wiper, hinged mirror, bumpers, extra horn, tools, etc., etc.

THE HONGKONG HOTEL GARAGE

25, Queen's Road, Central
(THE HONGKONG AND SHANGHAI HOTELS, LTD.)

THE MORRIS SPORTS MODEL

For the Youth in a Hurry.

The Hon. Maynard Greville writes to the Morning Post:—

Young men and women of to-day are always in a hurry, and it is probable that the next few years will see the desire for speed still further developed. It is also satisfying to the inferiority complex of the youngest member of the family to be able to show a clean pair of heels, or rather wheels, to his father's more sedate car.

To the Morris Garages belongs the credit of having realised that there was a market for a "hotted up" type of the Morris factory's own famous production, and they accordingly set to work to produce a car with a special performance, and sporting appearance, simply by modifying the ordinary Morris.

This has been done with such success that already the M.G. Sports is well known, and the little factory where it is produced, not far from the larger works at Cowley, now turns out from 15 to 20 of these cars a week. When I visited this factory recently to collect one of their cars I was immediately struck by its efficient lay-out.

An ordinary "Oxford" chassis is led meekly in through one door, and after passing through a revitalising process emerges at the other end of the works as a roaring lion, with an engine capable of some four thousand revolutions per minute. In addition, there is an ingenious series of testing machines, on the final of which the car is required to show over 60 miles per hour.

This process consists in polishing the combustion chambers and the valve parts, fitting new pistons and stronger valve springs. A new magneto and carburettor are also employed, while the steering and brakes are altered for the higher speeds. New wheel and a different back axle gear ratio giving a top of 4.42 to 1 are incorporated, while shock absorbers and new flat springs take care of the suspension. The only thing that is not altered in the factory is the body, as the bare chassis is sent up to Coventry, where this is fitted.

Proof of Experience.

On the road I found the car was thoroughly competent to perform the work for which it is adapted. The bodywork is perfectly sound and well conceived when it is remembered that it is intended for young and active people. It has an attractive and sporting appearance and supplies quite sufficient comfort for those with supple limbs.

The car that I tested had covered some 15,000 miles in its time, but did not show any signs of weariness and was full of snap and vigour. The specially extended and bent over central gear lever makes changing a delight, and 45 miles an hour could be reached comfortably on the second gear, while changing up or down could be done at high speeds if the ordinary deficiencies of the gearbox were observed. Not that it was a car which anyone could drive and get really good results. A sports car is essentially one which should require thought and foresight to get the best out of it, and in this lies its charm.

MOTOR CYCLING ROUND THE WORLD.

Britons' Ordeal in Desert Ride.

In a race against time round the world, two London motor-cyclists Mr. S. T. Glanfield and Flight-Sergeant S. W. Sparkes, of the R.A.F., have had many remarkable experiences.

They left London on July 3, hoping to complete the tour in 120 days.

Crossing to Boulogne they headed for Strasbourg and on through the Balkans to Constantinople, the British machines running well.

At Deurtyal, in Turkey, they were arrested because they had changed their plans and their itinerary, but at last they crossed the frontier into Syria.

Across The Desert.

From Alexandretta they crossed the Euphrates Valley, a stretch of desert never before traversed by motor-cyclists.

Sparkes was taken ill, but in spite of this they headed away across the Syrian Desert.

After a terrible ordeal in the desert, with Sparkes too weak to hold up his machine, they found an Arab outpost of police, who refused to let them continue until morning.

At Tel-e-For, Sparkes charged straight through the town, but Glanfield stopped and was surrounded by a fierce crowd of Bedouins.

He threw them cigarettes, and while they scrambled for them started his engine and dashed for safety.

Many Delays.

At Mosul they were told that the last motorists to visit the town were the crew of an armoured car, all of whom were killed.

From Basra the machines were shipped to Bombay. By now the riders were well behind with their programme, owing to the Custom delays in Anatolia and Turkey, and as Sparkes' leave was running short, he took the southerly route through India to Ceylon, and so to Australia, while Glanfield carried on across India to Calcutta.

Glanfield covered the 1,800 miles between Bombay and Calcutta in six days and on one occasion being dragged out of bed at midnight and requested to kill a tiger, which had appeared in a village.

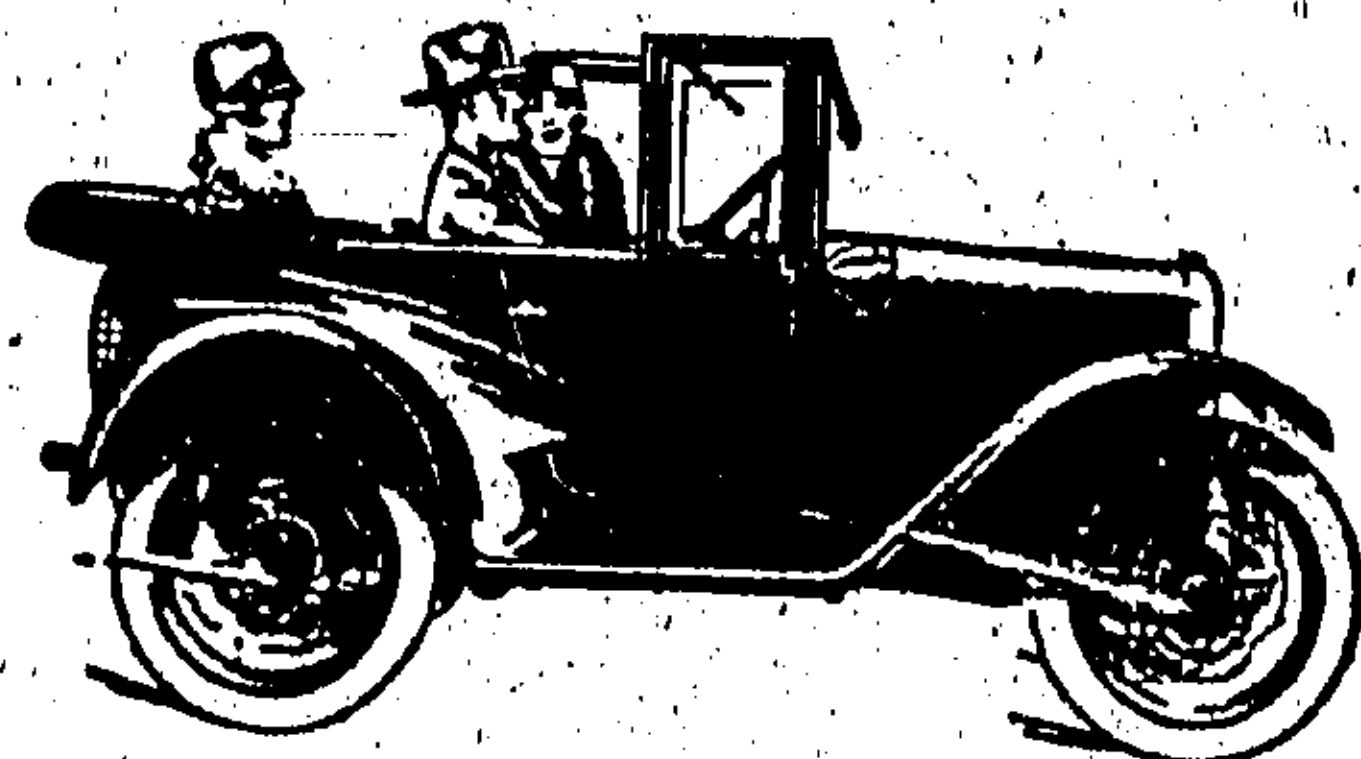
From Calcutta he shipped to the Straits Settlements.

Meanwhile Sparkes made for Bangalore, and so on to the coast where he shipped for Ceylon.

At Colombo Sparkes caught the boat to Adelaide and, covering 1,500 miles to Sydney, shipped for San Francisco, and so to Southampton, where he arrived recently.

Mr. Glanfield, who is determined to put in a much greater land mileage than originally arranged, is now halfway across Australia with the machine going well.

For 1928
choose "the best small car in the world"—



"AUSTIN SEVEN"

ALEX. ROSS & Co., (China) Ltd.

Prince's Building. 2 floor.—Ice House St. Entrance.

STOCKS CARRIED

Save by purchasing
B. S. A. products
NOW

When Sincere's Spring Sale
is proceeding

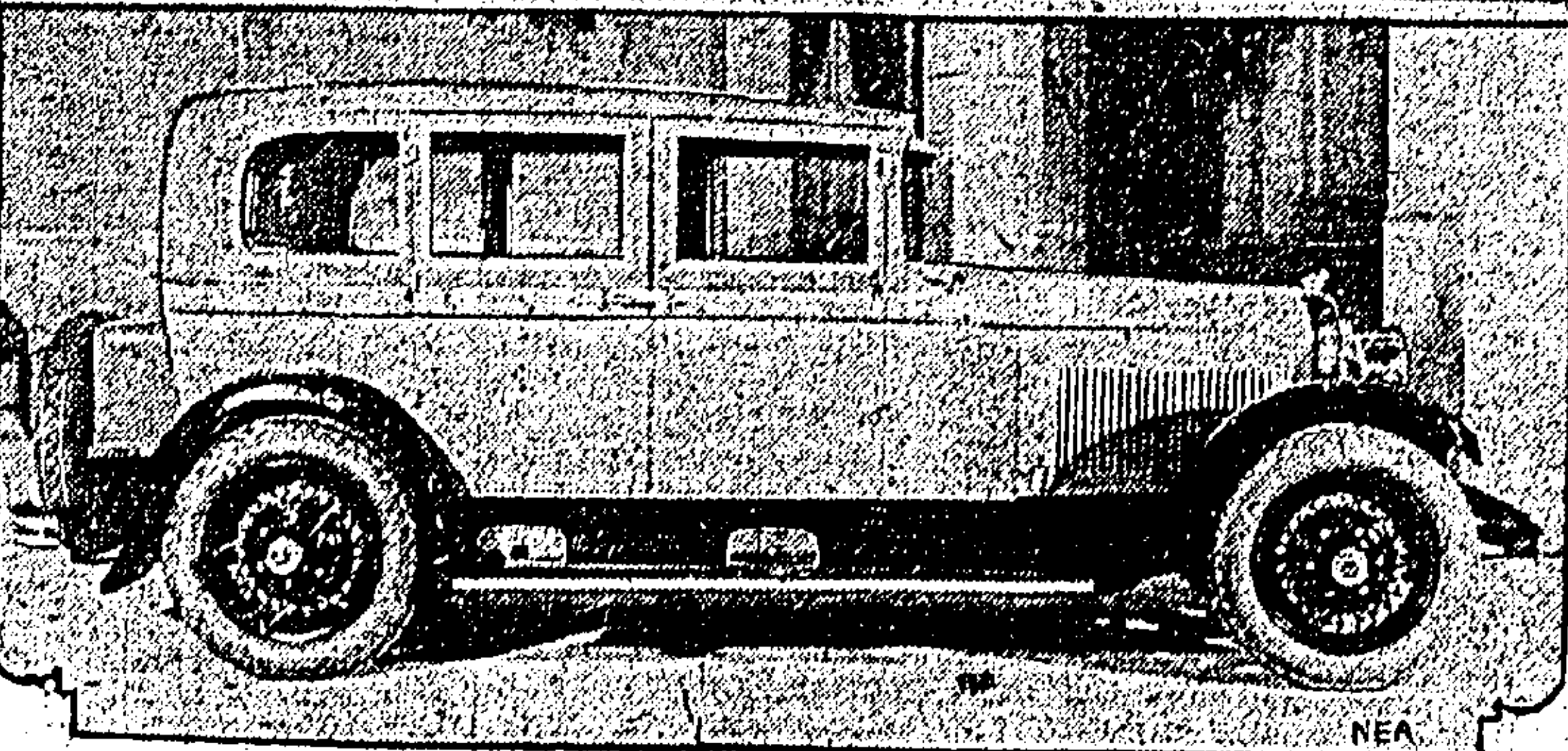
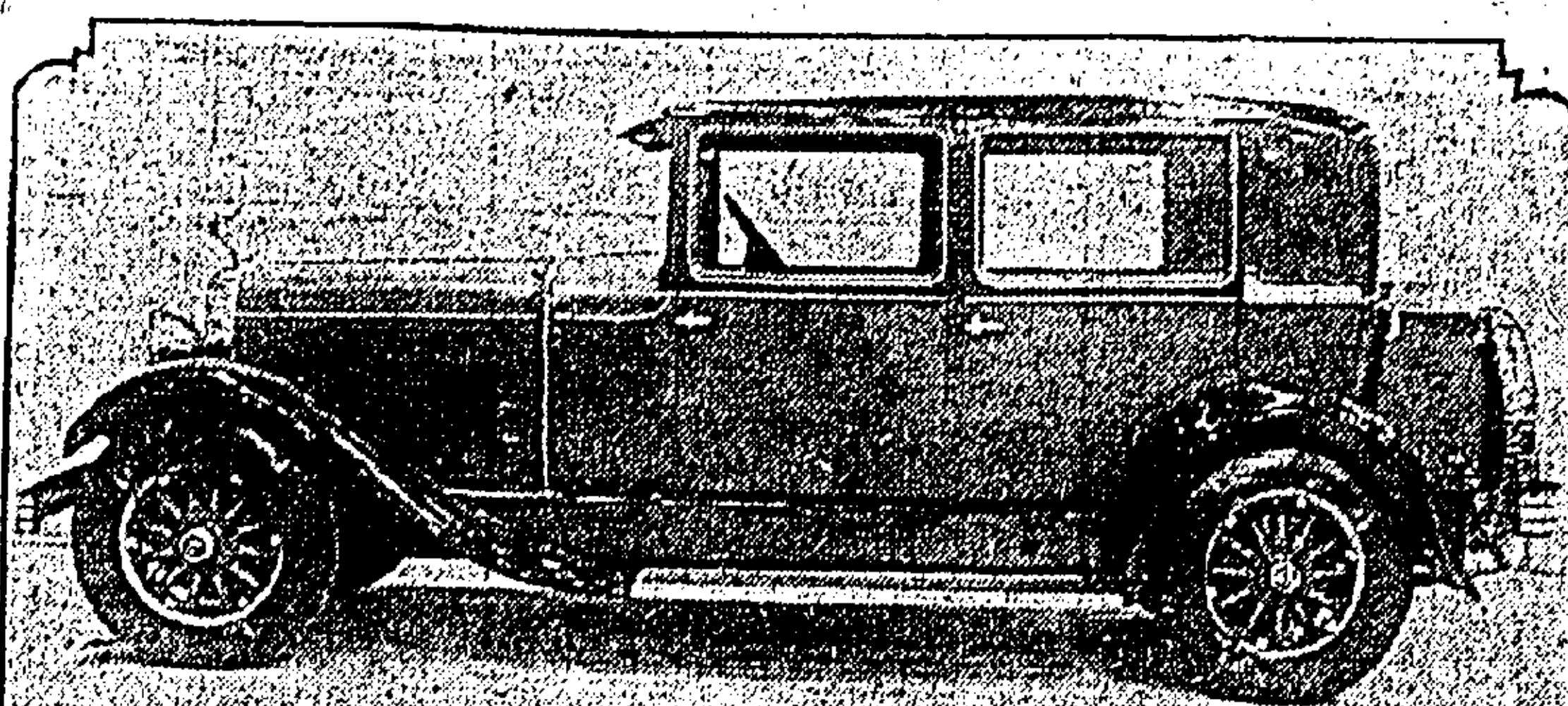
1928 B. S. A. MOTOR CYCLES 5% Discount
B. S. A. BICYCLES 10% "

It is too good an opportunity to
be missed, and B. S. A. Cycles are
always quick on sale.

THE SINCERE CO., LTD.

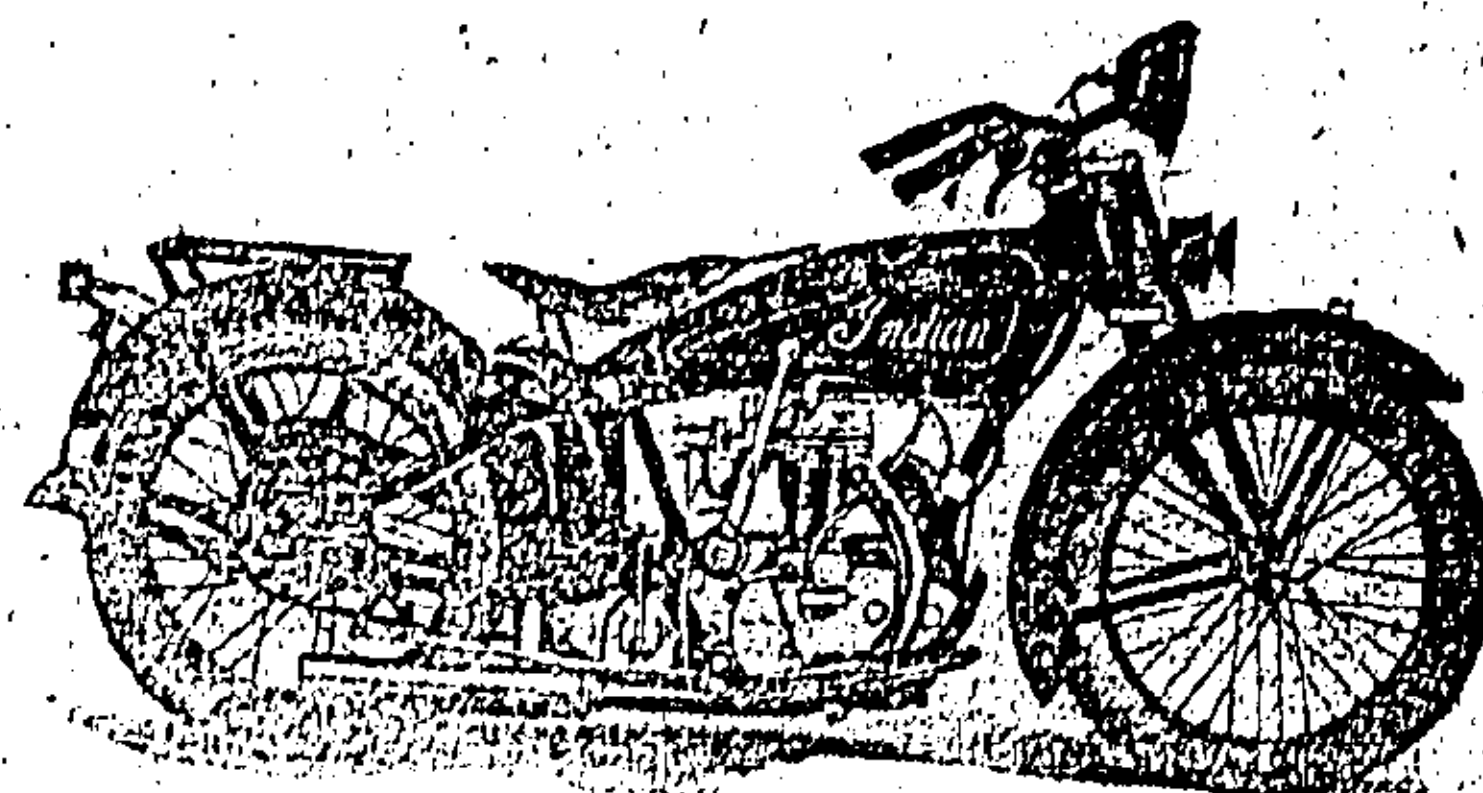
SOLE AGENTS.

TWO BIG ONES FROM THE NEW YORK SHOW.



Two of 1928's automotive autocrats, photographed at the New York automobile show, are here pictured. They typify the greater day which motor car makers say is dawning for motoring. The upper of these closed models is a Hudson, the lower, a Nash.

1928 INDIAN PRINCE



ANOTHER SHIPMENT HAS ARRIVED
of the Famous 1928

PRINCE and SCOUT MODELS.

See them and be convinced of their
wonderful value.

"THE INDIAN FOR ENDURANCE"

Enquire about our Hire-Purchase System.

ALEX. ROSS & CO.

Prince's Building. 2 floor.—Ice House St. Entrance.

Paris, Jan. 6.—Paris at the present moment is suffering from a slight epidemic of typhoid fever. In one big department store twenty cases have been reported, one of which has proved fatal. There is no cause for alarm, but people are advised to take precautions, such as not drinking water straight from the tap, and to get inoculated.

Warsaw, Jan. 6.—The "Kurjer Poranny" reports that about six o'clock this morning the Lithuanian frontier guards began pulling down Polish frontier posts in the neighbourhood of Nowoswienclany. When Polish soldiers appeared on the scene the Lithuanians opened fire, and the Poles replied. One Lithuanian was killed, and the rest retired.

Insure with
THE MOTOR UNION INSURANCE CO., LTD.
(Head Office: LONDON)

"Motor Union" Premiums are Advantageous.
"Motor Union" Settlements are Generous.
"Motor Union" Service is Efficient.
"Motor Union" Security is Absolute.

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WHEN YOU GO HOME
ON LEAVE

DRIVE YOURSELF IN A

MORRIS

ON DAILY, WEEKLY OR OUTRIGHT
PURCHASE PLAN WITH ASSURED
REPURCHASE VALUE.

YOU MAY MAKE RESERVATION
IN ADVANCE.

GET FULL PARTICULARS NOW

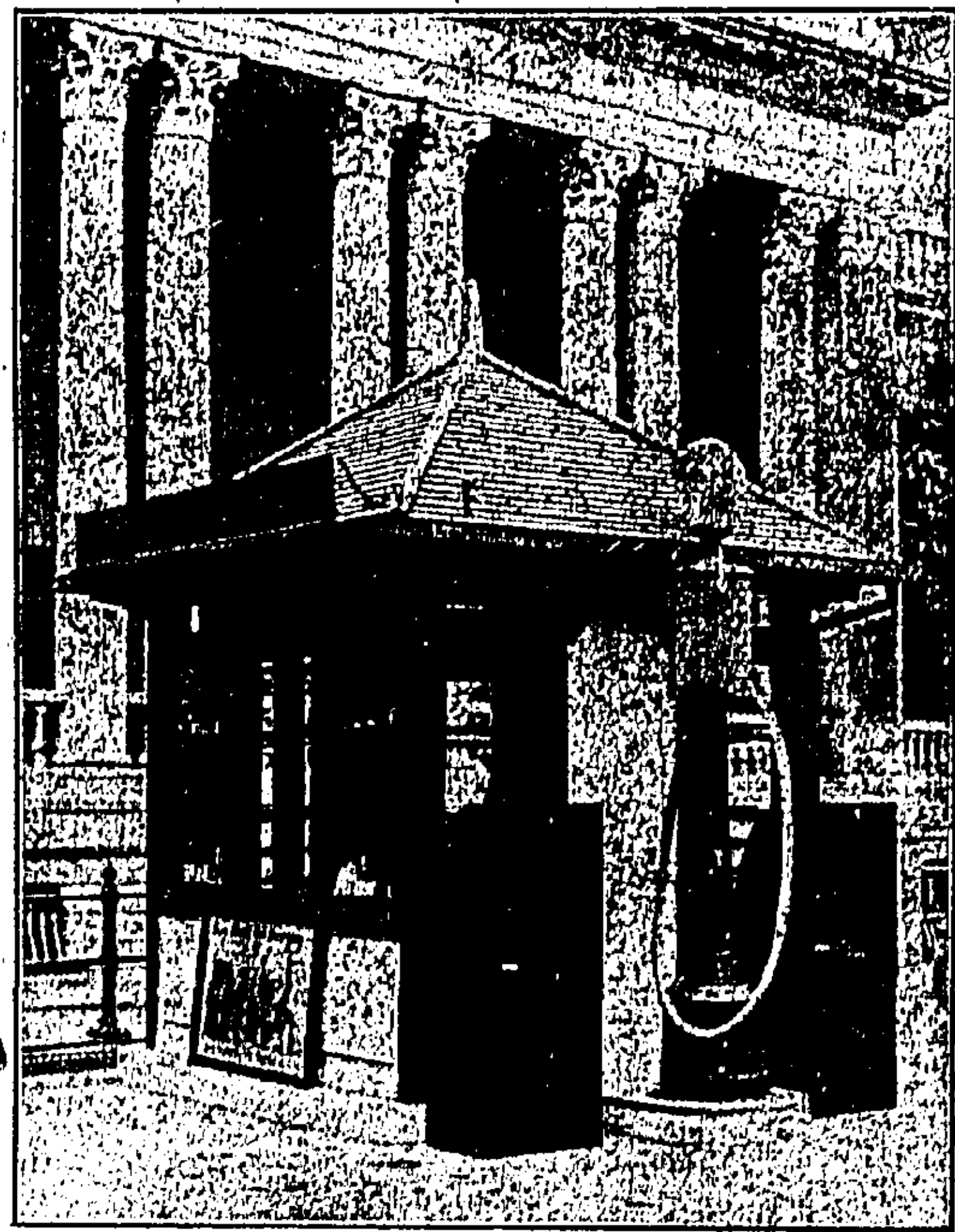
The Hongkong Hotel Garage.

(THE HONGKONG AND SHANGHAI HOTELS LTD.)

25, Queen's Road, Central.

MOTOR SPIRIT **SHELL** MOTOR OILS

FREE AIR—FREE WATER



CENTRAL FILLING STATION
OUTSIDE CITY HALL, HONGKONG.

The Asiatic Petroleum Co., (South China) Ltd. Hongkong.

CUPID'S AGENT.

Things Not as They
Seemed.

[From Morris Owner.]

Lack of foresight on my part
is responsible for my present
plight—for had I foreseen what
my inability to say "No!" when

asked to take over the duties of
godfather to Phyllis some twenty
years ago, was to let me in for, I
should certainly have refused
point blank.

The best way to give you an idea
of her latest escapade is to re-
produce her letters. Here is the
first:

"Home."

1-3-27.

"Dearest Nunks—I know I owe
you a letter, so, being a dutiful

HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

ELIMINATING SLACK FROM THE STEERING SYSTEM.

Lost motion in the mechanism at the bottom of the column is most likely to be due to end-play in one or both of its two shafts—the vertical one, which is turned by the hand wheel and the horizontal one, which carries the pitman-arm that conveys motion to the linkage. By having someone turn the steering wheel first in one and then in the other direction and watching these shafts end-play, if present, can usually be seen. Tightening the thrust-bearing at the top of the gear housing will remove end-play in the vertical shaft. Loosening the clamp or set screw, which locks the bearing adjustment nut and then screwing this adjusting nut in, until it is just about to turn hard, then tightening the locking device, is the remedy. End-play in the horizontal (pitman) shaft, is removed by readjusting its thrust resisting device. This may be a hardened screw upon which the inside end of the shaft bears. Unlocking and turning in this screw, until it begins to be tight, is the procedure. The adjustment may be by removing shims which position a thrust-block. Consult the instruction book for details. If looseness exists in any of the following named parts, as denoted by play when the hand wheel is turned back and forth, proceed as follows: Rear or front ball-end of the drag-link, adjust inwardly the spring-pressed ball-socket, until there is no slack. Be sure to replace the cotter pin. Looseness of knuckle in forked end of axle, due to wear of knuckle pin or its upper or lower bushings, by removing worn parts and replacing them with new ones. If the upper support of the knuckle pin is a roller bearing, its adjustment may usually be tightened by unpinning the nut at the bottom of the pin, turning on the nut until the bearing is properly tight and replacing the cotter pin. Looseness at the pins and bushings, which fasten the tie-rod ends to the steering-knuckle arms, by replacing bushings and pins and drawing up the pin-nuts, just enough so there is no up-and-down shake at the yoke ends. Tie-rods with ball and socket ends have means for tightening the sockets on the balls. Looseness of the knuckle-arms in the knuckles, by tightening the nuts which draw the tapered portion of the arm into the tapered hole in the knuckle. All nuts and pins, which hold the steering linkage together,

are locked by cotter pins or lock-washers and it is of the utmost importance to replace these with extreme care, as the consequences of any part coming loose are obviously very serious.

Water Boils With Increased Speed.

Question.—When I drive my car at 25 m.p.h. the engine cools all right, but at 30-35 m.p.h. the red liquid in the radiator-thermometer goes way up to the top and the water boils away fast. Oil pressure seems all right and I change the oil every 500 miles. What can be done to correct this trouble?

Answer.—If the fan-belt is loose, it sometimes slips excessively, as engine speed is increased, thus reducing the cooling effect below that which is necessary. Appreciable force should be required to move the fan, by hand, when the engine is stopped, and it should come to rest promptly when the engine stops. Other causes of inadequate cooling or dirt and scale in the radiator and jackets, which can be removed by boiling out with sal-soda. Rubber connexions, which are defective internally and restrict the circulation, thus requiring replacement. Ignition too much retarded and dragging brakebands.

Backlash in Transmission Line.

Question.—There is too much lost motion in the drive shaft or in the rear-end of my car. How can I correct this?

Answer.—It is likely that a large part of this lost motion is in the universal joints, especially if they have not been lubricated about every 500 miles during the life of the car. Renewal of worn pins and bushing of the joints, is the only way to remove lost motion there. By holding the pinion shaft at the rear axle and turning the final-drive shaft of the transmission, you can tell how much lost motion there is in the joints. Backlash in the rear-end may be because of loose mesh of the gears or incorrect adjustment of the pinion-shaft or differential-carrier bearings, but if your axle is not noisy it might prove inadvisable to change any of these adjustments, for fear of making it less quiet. However, if you find it necessary to alter rear-axle adjustments, you better write us again or consult a service station of your make of car, as these adjustments are rather delicate.

godchild, I am trying to brighten your otherwise drab existence by writing.

Many things have happened since you were down at Christmas, the most important being my joining the ranks of the motorists.

Yes! Pater actually bought me that dinky little two-seater that I so badly wanted—and it's a perfect joy! You see, now I can drive I take it out on my own and we have some glorious times together.

Incidentally it has brought me Romance.

You know that long straight stretch across Delmore Common? Well, I was touring along there the other afternoon when suddenly my chariot stopped!

After doing everything I had read about and knew how to do to the magneto, sparking plugs, speedometer and all the other things, I discovered that I had run out of petrol! I thought it was most annoying. And of course the spare tin was empty.

A He-man.

Then, whilst I was wondering what to do, He came along in a beautiful sports two-seater. He was lovely—one of those long, lean, lazy men, with a massive jaw, blue eyes, and crinkly hair—and so handsome! Well, he pulled up and gave me petrol, asked ever so many questions about the car—how did she run, how long had I had her, was she heavy on petrol, etc.?

Of course, being a woman, I could see that these questions were only asked to prolong the interview. But at last my natural modesty made me tear myself away, and I left for home. By the way, I happened to turn round as I drove off, and he was gazing after me with such a thoughtful look on his face!

He's lovely, Nunks—you'll like him, I'm sure, when I introduce you.

Well, I must ring off now, but will write and tell you if I happen to see him again.—Yours dutifully,
PHYLLIS.

P.S.—He was just going up to town for a week—so I shall not drive over Delmore Common until the 8th.

Now after reading an epistle like that one's responsibilities seem to weigh more heavily upon one.

What was I to do? I couldn't write to Bob (her father) and tell

JOIN



THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:—

10% Off Motor Car Insurance
Free Legal Advice.
Reliable Drivers Supplied
Free Mechanical Advice
Associate Membership of the
"B. A. C. and A. A. London."

All Communications for
Membership, etc. to
REV. G. E. S. UPSDELL
Hon. Secretary.

P. O. Box 116.

him that his daughter was meeting some unknown stranger on the King's highway—he'd tell me to go back again to my antimacassar and surface carburettor age and not interfere with Miss 1928.

Finally I wrote to Phyllis herself a stiff letter, pointing out the folly of her ways, and telling her he might be an out-and-out rotter for all she knew! By reply, I had the following:

"Home."

5-3-27.

"Dear Nunks,—I wish you wouldn't jump to conclusions so quickly, and please refrain from criticising my friends. I am perfectly able to take care of myself, and I refuse to allow you to assume control of my private affairs.

I intend to be on Delmore Common with magneto trouble on the 8th.—Yours sincerely,
PHYLLIS.

P.S.—A man with a genuine open face and such honest eyes as his could not be anything but a gentleman! So there!"

My peace of mind was more valuable to me than my pride, so, pocketing the letter, I sat down and wrote her another letter, pointing out that I had no intention of dictating to her, but that whilst her friend was, I hoped, a gentleman, nevertheless in these days, one had to be careful.

I heard nothing further until the 10th, when the following arrived:

"Home."

9-3-27.

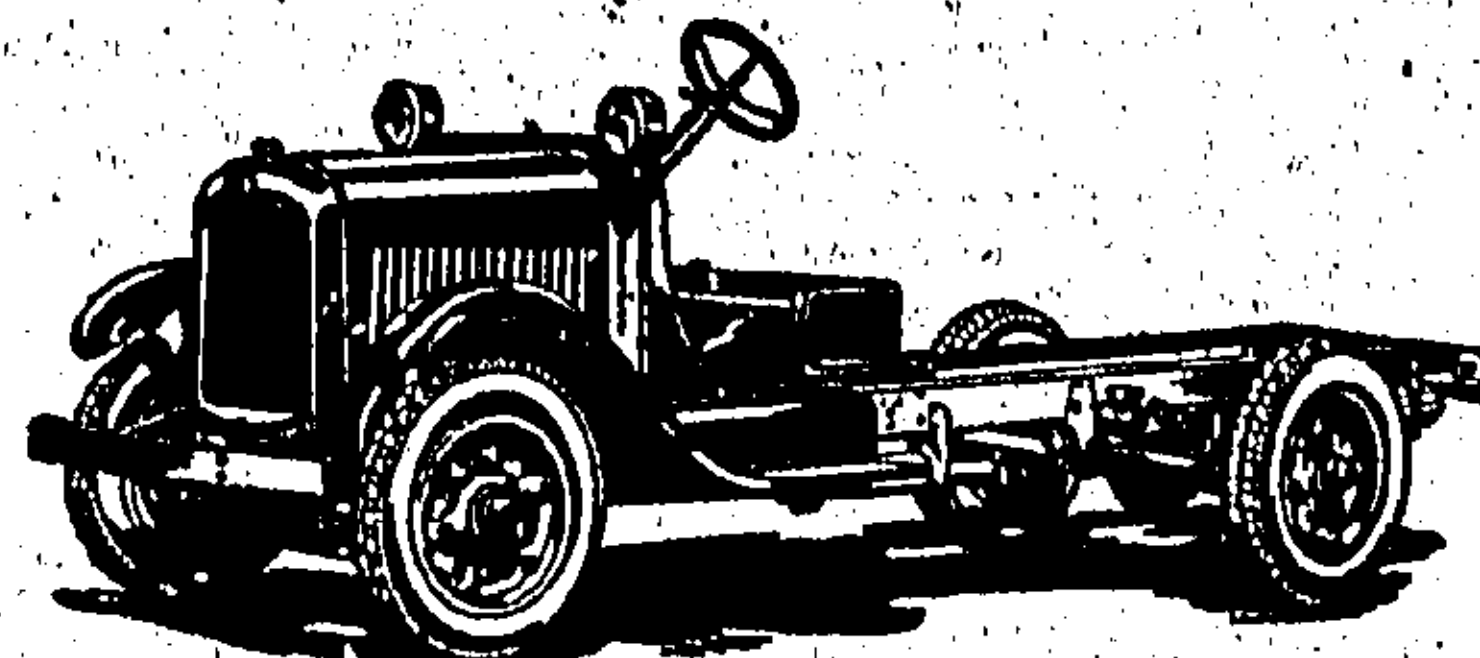
"Dearest Nunks,—I am sorry if I caused you any worry, but I really liked him—and now it is finished!

I put my fetchingest clothes on and went on to the Delmore road—quite by accident—and who should I meet but—him! (Small letters here, I noticed!)

I had mag. trouble, owing to some oil I'd put on the points when I pulled up before he came, and of course, he stopped and put it

GENERAL MOTORS (G.M.C.) TRUCKS

(Powered with Buick 6-cylinder Engines.)



This entirely new line of General Motors (G.M.C.) Trucks is powered with the famous Buick 6-cylinder Valve-in-head engine. This is in every sense of the word a modern truck—designed for modern traffic. These trucks are available in the following chassis types:—

Model:	Wheelbase:	Payload capacity:	Delivered:
T-20-A	132" chassis	3,000 pounds	G\$1,340
T-20-C	150" chassis	3,000 pounds	G\$1,460
T-40-T	123" tractor	5,500 pounds	G\$2,325
T-40-A	130" chassis	5,500 pounds	G\$2,365
T-40-B	150" chassis	5,500 pounds	G\$2,385
T-40-C	162" chassis	5,500 pounds	G\$2,500
T-40-D	175" chassis	5,500 pounds	G\$2,590
T-40-E	188" chassis	5,500 pounds	G\$2,540
T-50-T	123" tractor	6,000 pounds	G\$2,425
T-50-A	130" chassis	6,000 pounds	G\$2,565
T-50-B	150" chassis	6,000 pounds	G\$2,595
T-50-C	162" chassis	6,000 pounds	G\$2,540
T-50-D	175" chassis	6,000 pounds	G\$2,490
T-50-E	188" chassis	6,000 pounds	G\$2,540

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2½ to 15 tons. All prices and specifications subject to change without notice.

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD. ... HAPPY VALLEY.

I had anticipated, he finished up by giving me his business card, told me he was agent for the make he drove and would like to sell me one; then apologised for having to dash away, as his wife and kiddies would be expecting him!

And instead of crushing me to that lovely leather coat of his, as

Your heartbroken Phyllis."

CHRYSLER

Four Great Cars in 4 GREAT CLASSES

New
52
Five body styles

Great New
62
Seven body styles

Illustrious New
72
Seven body styles

Imperial
80
Eleven body styles

**Chrysler Standardised Quality
Revises Values Upwards**

Chrysler Standardised Quality, by pioneering and developing scores of improvements and making them available to all Chryslers—"52," "62," "72" and Imperial "80"—has set new higher standards of value in the whole automobile industry.

Because of these extra measures of value, Chrysler cars can fairly be compared only with others of much higher price. Universally Chrysler cars represent far more than anything else the same money will buy elsewhere today.

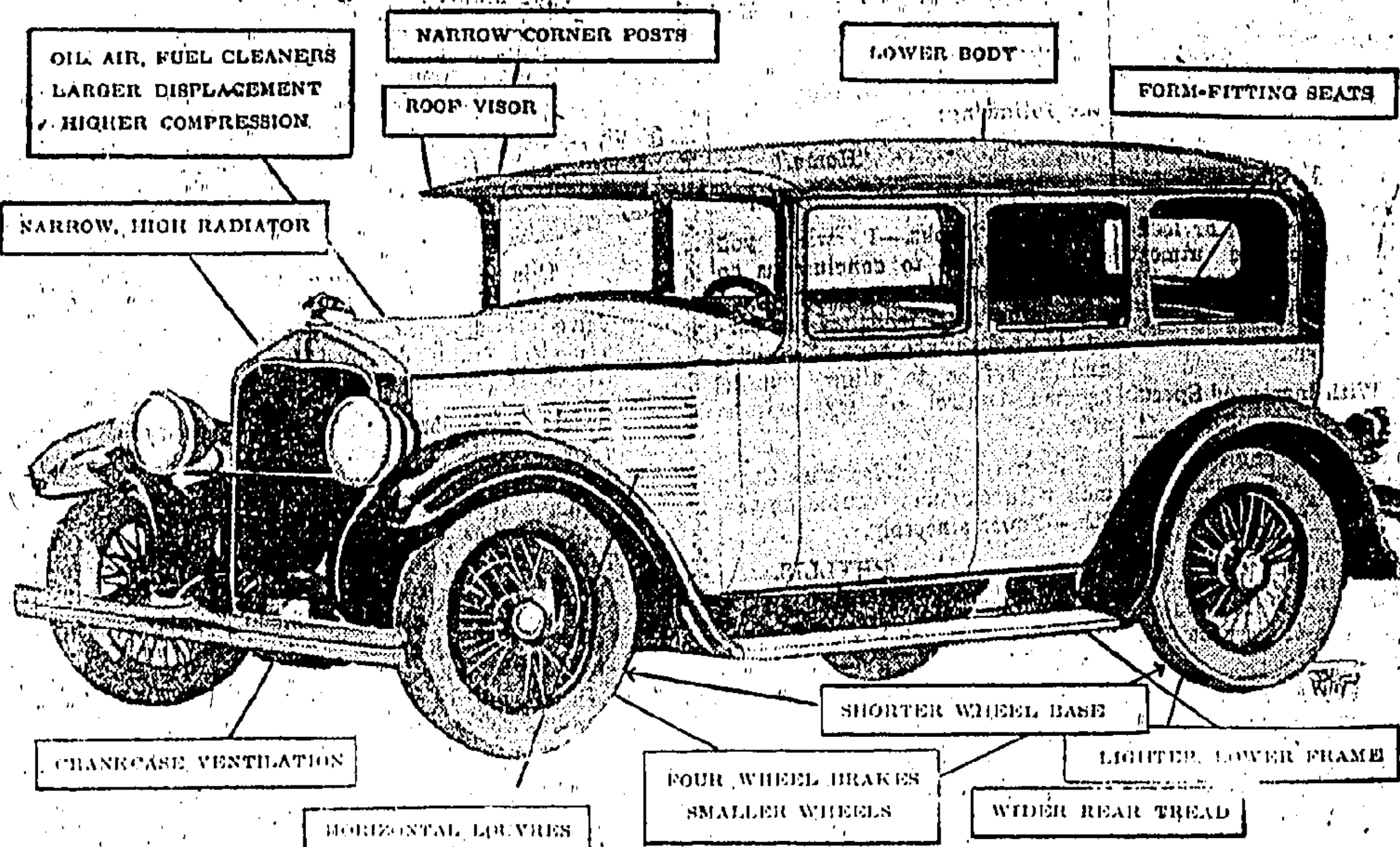
A. LUNG & CO.

19, Queen's Road Central.

CHRYSLER MODEL NUMBERS MEAN MILES PER HOUR

THE COMPOSITE CAR OF 1928.

If All 1928 Improvements Were Combined.



This is an artist's conception of the 1928, combining all improvements shown in the various types of new cars at the New York show this year.

[By Israel Klein.]

If one automobile were built combining all the improvements that will be seen on the new cars to appear this year, it would have the following features:

The engine would have slightly larger bore and stroke, resulting in greater displacement, more power and longer life.

It would have a higher compression ratio, with the introduction of high compression cylinder heads and the use of special anti-knock fuels.

Aluminum alloy pistons of the steel or invar-steel type would replace the old cast-iron type.

Its inlet and exhaust valves would be designed differently, more careful attention being paid to the exhaust side. These valves would be of a silicochromium steel, while the inlet valves would remain of nickel steel construction.

More Even Fuel Feed.

The crankcase would be ventilated, permitted longer use for the same oil.

The manifold would be so designed as to distribute the mixture more uniformly to all cylinders. To attain this, a heat control element for preheating the incoming mixture would be provided, through use of some of the exhaust gas.

Walls of cylinders would be of nickel or of nickel and chromium alloy to insure longer and better wear.

A seven-bearing crankshaft, in the six and eight cylinder models, would have counterweights to decrease the load on the main bearings. Even the four would have this feature.

Valve springs would be of the dual-type, either one alongside the other or one within the other, to avoid spring breakage.

The engine would be supported on rubber bushings to take up vibrations.

A more symmetrical propeller shaft would result from the use of sheet steel rolled up and welded.

And, of course, oil, air and fuel cleaners would be included.

Shorter and Wider Chassis.

The chassis would have a slightly shorter wheelbase, as traffic has demanded.

Its rear tread would be widened from 56 1/2 inches, to 58 1/2 inches, since we now have better and wider roads and need more comfort inside.

The steering gear angle would be adjustable to the particular driver. So would the clutch and brake pedals.

Shimmy and wheel wobble would be obviated by the reduction of steering gears and their reversibility.

More cross members would strengthen the chassis frame while the entire frame would be made of lighter metal.

Chassis frames would be dropped to allow for lower overall height of the car.

Chassis lubricating points would be fewer and readily accessible.

Four-wheel brakes would be imperative.

The wheels would be slightly smaller in diameter.

Lower, Racier Body.

The body would be designed along much racier and lower lines.

The radiator would be high and narrow.

Hood sides would have horizontal louvers.

Front corner posts in closed models would be narrow, for clear vision.

Instruments on the dash would be grouped artistically, and the dash would include thermometer, gas-line gauge, oil gauge, ammeter and other essential controls.

Lights would be controlled by a lever at the wheel, replacing the spark control.

More leg room would be provided in front by turning the front of the body in along the sides of the last cylinder.

Form fitting seats would provide more comfort.

Driver's seat would be adjustable.

Doors would be opened by "remote controls."

Fenders would be heavier and of the crown type.

Engineers Still Dissatisfied.

Such is the composite automobile of 1928. The features enumerated may be found in quantities of one or more, on practically every new car this year. They reveal a tendency toward more durable, as well as more powerful, automobiles, or more attractive lines, with greater comfort, offering less trouble and maintained at lower cost.

Yet engineers aren't satisfied. They are experimenting with single sleeve valve engines and a new form of rotary valve. They look forward to the use of a supercharger, since engines are attaining higher speeds. They even hope for a front wheel drive to permit the designers greater leeway in effecting a roomier, more comfortable and racier type of body.

Four speeds in the transmission are another hope of engineers, for they promise easier driving, better control of the car and greater economies with this type of drive. But this is costly, and the tendency is toward cheaper automobiles.

Whether the all-feature 1928 automobile is a four, six or eight, its engine would have a high revolutionary speed, compared with the types of years ago. But engineers are balking at going much higher than 3000 revolutions a minute at peak, because of the sacrifice they would have to make in size of bearing surfaces and in the ultimate life of the car.

At the office of Commissioner Olmstead, head of the state police department, in Lansing, the information was obtained that state troopers are enthusiastic over the way the new law has worked out. There it was learned also that accidents and arrests have remained unchanged in average numbers. State troopers are finding that arrests are made easier for them. Reckless driving provisions of the new law, they said, are so plainly set forth that their officers have far less trouble in court than formerly.

A Packard Eight seven passenger touring car was provided for first hand study of how the new law is working. Several trips were made. One point was noticed on a trip to Grand Rapids. It might indicate that there is a growing tendency toward greater courtesy on the part of truck drivers. Several times the Packard came up behind trucks hauling automobile bodies. Without the horn having been sounded the truck drivers waived the Packard ahead when the road was clear beyond.

When long stretches of clear highway were encountered the speed of the Packard was limited only by the desires, apparently, of the driver. He confessed that he had a feeling of comfort in driving at what formerly have been a law breaking speed with no necessity for keeping a constant lookout in the rear view mirror for motor cycle officers.

The silver sheik of the road still insists on being perverse. Formerly he made life uncomfortable for the tourist by darting in and out of line and by his restless hurry. He now ambles along the open highway in the country with his "sweetie" in his much labelled and weirdly painted liver at 10 miles an hour and ties up traffic behind him. When these delayed machines begin cutting out of line to get around the blockade the situation is hazardous. This type of driving falls under the reckless provision of the new Michigan law, although there is no minimum speed provided in the statute. An amendment fixing a minimum speed of 35 miles an hour on the open road is being advocated by some state officers.

AMERICAN CAR MODELS.

New York Show Opens.

SEVERE PRICE CUTS.

New York, Jan. 8.

The American automobile industry made its official bow for 1928 when the doors of the Grand Central Palace opened yesterday afternoon for the first view of the 28th National Automobile Show.

Two thousand persons were waiting when the show opened, and before closing time, nearly 28,000 had crowded between the three hundred cars and trucks representing forty-three manufacturers.

The majority of the spectators

were seeing for the first time models which are described by their producers as faster, safer, stronger, more beautiful than previous types. They are models which will feature in what is admitted will be a year of the keenest competition that the American automobile industry has known.

While every manufacturer deplores reports of price wars, there is no concealing the fact that Ford's new models have forced others to reduce prices and give the public more for its money.

Ford's Rival Show.

Ford himself, as, as usual, not participating in this automobile show. Hitherto he has been content to show his models at his regular New York offices, but this year he has opened a rival display of his own products at Madison-square-gardens. Some other

manufacturers, unable to find space in the main show, have put their models in hotel lobbies in the neighborhood of the Grand Central Palace, where show visitors are likely to see them.

Comments of spectators on the show's opening day indicate that they are aware of the unusual conditions prevailing in the automobile industry and propose to get their full money's worth. The general trend in the models seemed to be towards smartness obtained by narrower radiators, larger hoods, and lower-hung bodies while the majority of models had full-crowned one-piece front fenders.

Last year's vogue of brighter colours is carried further, but, while the black car passes, good taste is not sacrificed for vivid hue. Virtually all cars now have four-wheel brakes and many of them have greatly increased horsepower.

MICHIGAN'S NEW TRAFFIC LAW.

Less Congestion and More Speed.

Michigan's new traffic law, which has attracted national attention, in America has been in effect several months. Net results show that accidents have neither increased nor decreased and arrests have been average in number. However, congestion on the highways has been very materially decreased; time between cities has been lessened greatly and traffic throughout the state is moving at a much faster rate of speed.

Several trips over the most heavily travelled highways and discussions of the new traffic system with a large number of persons bore out the assertions of Michigan State Police that there will be a big improvement when drivers learn to give greater respect to extreme hazards of the road. Both state police and rural garage men say that the higher speeds are taking a toll of cars. Antiquated small machines are cracking under the strain of trying to keep up with their more modern and more

powerful brethren of the road.

At the office of Commissioner Olmstead, head of the state police department, in Lansing, the information was obtained that state troopers are enthusiastic over the way the new law has worked out. There it was learned also that accidents and arrests have remained unchanged in average numbers. State troopers are finding that arrests are made easier for them. Reckless driving provisions of the new law, they said, are so plainly set forth that their officers have far less trouble in court than formerly.

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P A C K A R D

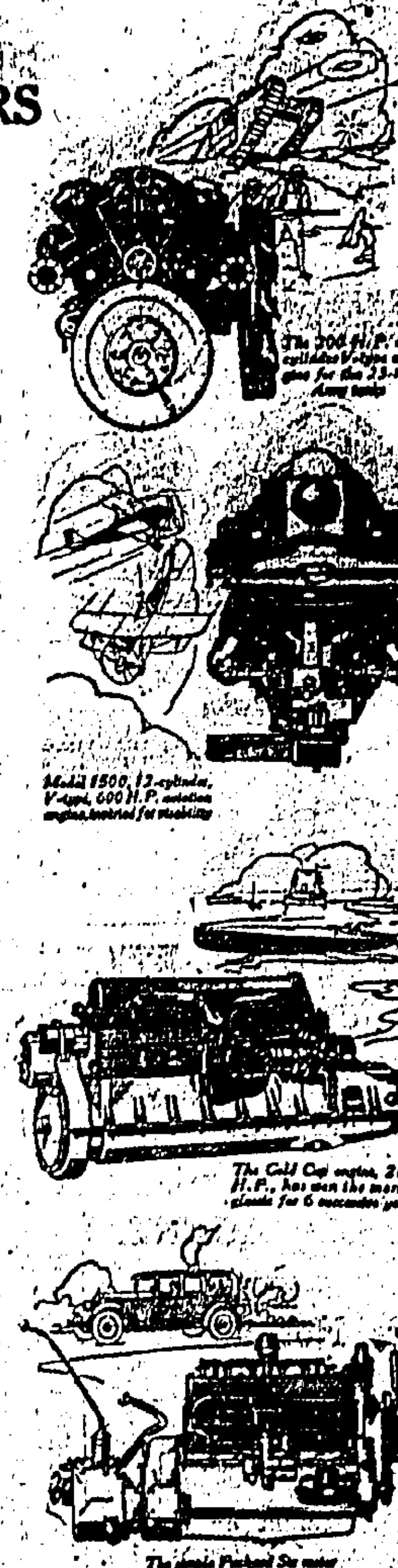
MASTER MOTOR BUILDERS

LEADERSHIP in power plant engineering cannot be bought with money. Packard has paid the price of supremacy in this field through twenty-eight years of pioneer work—more than a generation spent in acquiring specialized knowledge, experienced skill, perfected facilities.

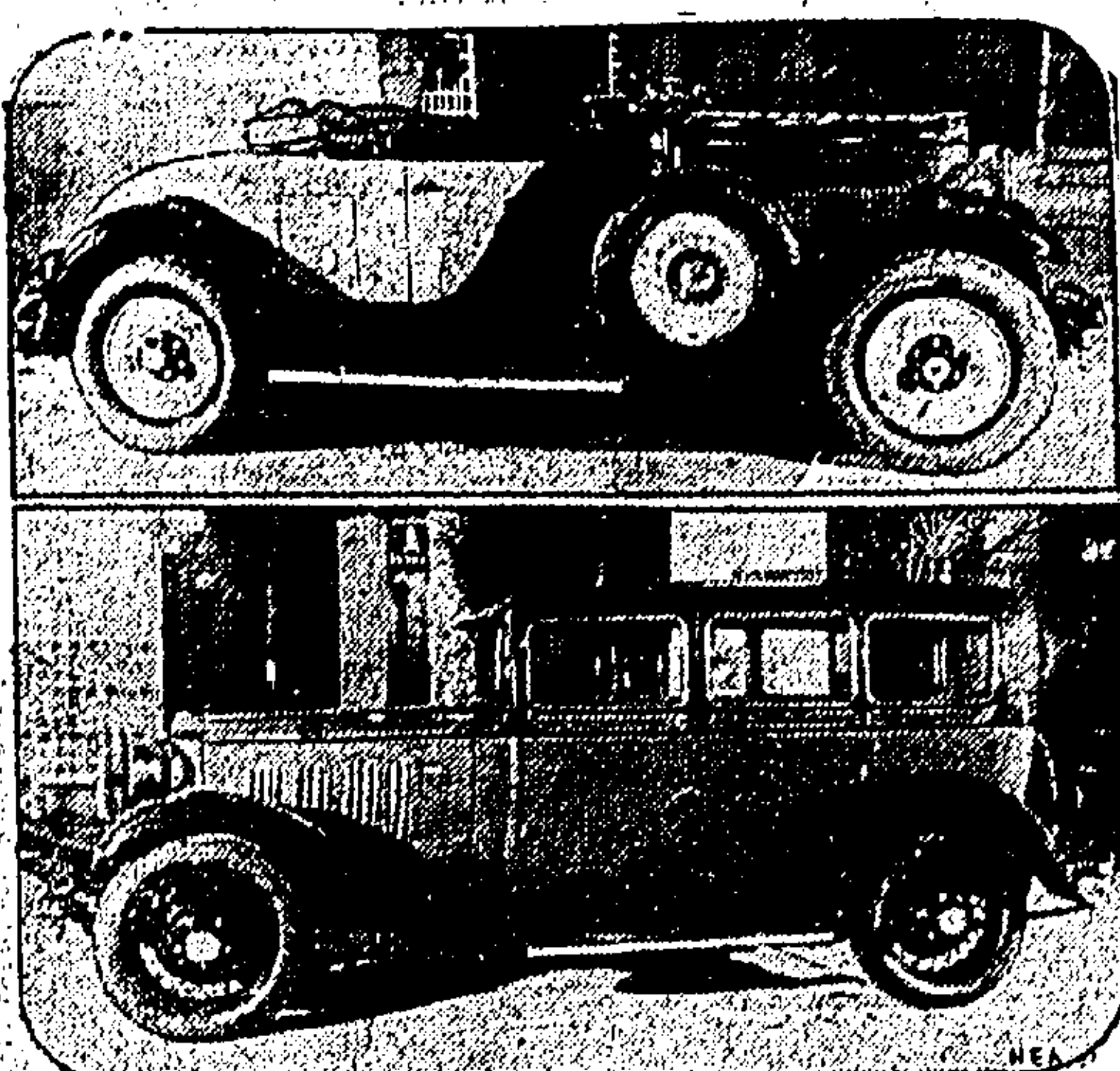
Packard designs and builds fine motors for racing boats and fast cruisers, for the swift combat planes, heavy bombers and great dirigibles of the United States Army and Navy, for Army tanks and for the public at large in the Packard Six and the Packard Eight.

In each field Packard is supreme.

THE DRAGON MOTOR CAR CO., LTD.



EXHIBITS AT NEW YORK SHOW.



Two models typical of the neat and fleet cars which will grace the roads this year are these representatives from the New York Automobile Show. That shining speedster above is the latest Hupmobile; below, the new six-cylinder Dodge sedan.

S U P R E M E — L A N D — A I R — W A T E R

The Very Idea!

It was sale time, which meant that the large store was crowded, and that the assistants were very busy.

Came up to some of the counter-hands a florid lady with something of the nature of an overall in her hand, and pushing it in front of the assistant demanded—"What are you asking for this thing?"

The assistant examined the "thing." Then she replied—"That doesn't belong to us, madam. You must have torn it off some other lady!"

Blow, blow, thou winter wind,
Splash, splash, you motor
buses,
Heed not the poor mankind;
Hear not his caustic curses;
Blow off hats, and clothes
bespatter—
(I'm a clothier and a hatter!)

The Swedish Press tells the story of a reindeer-herd of about 1,000 animals which happened to cross a railway line of the National Frontier Railway up in Lapland, above the Polar Circle. The driver of the electrical train, passing at high speed, did not see the grey-white animals against the snow, so that about 100 reindeer were killed or maimed. Many animals got frightened and disappeared in the thick Lapland forest, where they are not easily found. The Lapp owners will be paid by the State railways.

The winter up in Northern Lapland is this year no cold that the Lapps have decided to move from the mountain regions down to the valleys, although the reindeer fodder has been excellent and abundant. The animals are well fed and in good condition, so that the Lapps expect to do good business in spring, when the excellent reindeer meat is exported southwards.

Willenden magistrate to a razor finisher: You must be sharper in your payments.
Question at Kingston: Had you any one in the car? Motorist: No, only my wife.

Elderly woman to the Willenden magistrate: Yes, dear.
Solicitor at Wood Green: He struck this woman, who is old enough to be his mother. Magistrate: She will resent that. It would be better to call her the elder sister.

Magistrate's clerk at Kingston: Have you any questions to put? Offender: Yes. Whatever the constable has said in front of the court is all lies.
Motorist at Straford: I asked the policeman if he was Scotsman and he said "Yes." My sergeant in the Army was a Scotsman, and as he always did the worst he could for me I knew the constable would.

"Are you trying to show contempt for this Court?" asked the Judge.
"No," replied the prisoner, "I'm trying to conceal it."

In "McClure of Mill Hill"—a Memoir by his Daughter—"a few howlers which delighted Sir John David McClure, who was headmaster of Mill Hill School, are cited. Among them are:
Americans kill by elocation.
James I. died of the argue.
Men may rise on stepping-stones of their dead selves to hire things.

Makia Mainui of Honanhu died on the island of Hawaii recently. He was 107 years of age and said to have been the oldest man in the territory. He is survived by a son 80 years of age.
Mainui consistently refused to give up the ways of his forefathers for the newer methods of civilization and to the end lived in a grass hut.

Councillor T. Paris, member of the Edinburgh Education Authority, told the Auld Herioters, at the Association's annual "fairly" a schoolroom story.

It was the English lesson, and the teacher was asking for examples of the use of words, said Mr. Paris.
"Can anyone give me a sentence using the word 'timid'?" she asked the class.

There was silence for a moment or two, then a small hand went up at the back of the class. "This mornin'," said the "bright" boy of the class, "Ah timmit ma parritch doon the sink."

The Roy's Observatory forecast till noon to-morrow is:—North-east winds, fresh; fair.

Commander G. B. Hartford, who is resigning the adjutancy of the Police Reserve on leaving the Colony, will be entertained to tea by the officers of the Police Reserve at the Hotel Savoy on Monday, the 27th. A presentation will be made to Commr. Hartford.

To mark the occasion of the birth of the second son of King Alexander of Yugoslavia the King has signed a decree of amnesty, from which several thousands of prisoners will benefit.

HERE AND THERE.

Satisfied Merchants—Hectic Days—Fortune's Fickle Workings.

[By "ANGUS."]

The coming of the Belgenland and Empress of Australia globe-circlers brought much business to the local silk and curio merchants. During the previous week, they had made elaborate preparations to extend, as expressed on a sign-board, a "cordial welcome" to these visitors. One silk shop in the City went so far as to expend several hundred dollars on an illuminated advertisement notice, and was rewarded within the four days of the tourists' stay, with an exceptionally huge volume of business. Sales of shawls, hoar-coats and what-nots, proceeded briskly, and when the last of the customers had gone, to his immense satisfaction, the proprietor discovered that he was richer, in gross receipts, to the extent of over \$10,000. A similar tale is told elsewhere, with variations in the amount, according to the location or nature of the business; but in general it is estimated that before the tourists left, they deposited over two lakhs in the coffers of local dealers. It is stated that the purchases by the Belgenland tourists were above those of the Empress party. This may have been due to the different directions taken by the liners, or to the nationalities involved. But notwithstanding the huge business done, the silk and curio merchants express themselves as being somewhat disappointed. They mention that business on this occasion registered a drop in comparison with previous tourist visits, and they are unhappy because they are unable to discover the reason.

It is reckoned that Hongkong must have spent half-a-million dollars on sweeps and similar forms of speculation on pony-racing this week. No doubt in certain quarters it is regarded as a sad commentary on human nature that at the present time, when the prevailing complaint is the tightness of money, on the long chance of obtaining a big sum which presumably must be won by someone, purse-strings have been loosened all round, the combined contribution going to enrich people who probably never deserve wealth. However, many airy castles had been built on less substantial foundations than these, and so it is that to-day when there occurs the last chance of making up at least what has been lost before, a little more money will go into circulation, before we settle down to our normal routine of life.

While it lasted the week has been a hectic time for most people, with a very few who can claim to be really fortunate. Dame Fortune bestows her gifts in curious ways, and perhaps the case of the gentleman who has won the first prize of over \$27,000 in a local Club Sweep and another in which an amah is said to have secured over \$30,000, are worth quoting in illustration of this.

It is related of the gentleman mentioned that three books of tickets were sent to him with a view to their disposal at Saigon. He was unable to sell any of these, and returned the books intact, except for one particular ticket which he retained for himself at random. It was this ticket which subsequently drew the first prize in a Champions Sweep. Another prize-winning ticket, in a much bigger Club Sweep, also won by a local man, was bought out of money pooled by all the members of his family. These are only two of the many remarkable cases which can be accepted as illustrating the fickle workings of fortune.

SOLDIER'S WEDDING HITCH.

SYMPATHETIC COURT OVERLOOKS A LAPSE.

Gilbert Victor Flagg, aged twenty-one, a gunner in the R.F.A., and servant to an officer at Preston Barracks, Brighton, was to have been married at eleven o'clock on Jan. 14, but instead, he appeared in a police court charged with the theft of blankets and coal from the barracks.

It was stated that on the previous day he was driving his bride-to-be to the house which they had taken, and was stopped because he was not licensed and the blankets and coal were found at the back of the car. The prosecuting solicitor urged that as the man had a good character they should deal with him so that later in the day he could be married. Flagg was bound over on the charge of theft and ordered to pay 19s. costs in regards to driving without a licence.

Asked if he had any money he replied that he had only enough to get married. He was allowed time to pay.

DUTCH STEAMER CAPSIZES.

THRILLING RESCUE STORIES.

STOKERS ARE WASHED FROM SHIP'S BOILERS.

ENGINEER TRAPPED.

Batavia, Feb. 9.
A message from Sourabaya states that, owing to a faulty radio message, the wildcat rumours have been in circulation regarding the pilot boat Dora with four pilots on board.

It was stated that the boat had capsized in a gale. Later, however, she was found safely anchored.

Aeroplanes were sent out and after investigation signalled that there was another boat which had capsized and which resembled the Government steamer Zeemeuwer which had a crew of 40 on board. It is feared that the Zeemeuwer has foundered.

Later.
The oil tanker Menten has picked up 30 passengers from the Zeemeuwer. The second mate, Tupa Maku, and eight natives of the Zeemeuwer were drowned.

Dramatic Details.

Batavia, Feb. 10.
Dramatic particulars are given of the disaster to the Zeemeuwer. A correspondent had an interview with the chief officer, Mr. van der Burgh, who said he got out of his berth five minutes before the disaster because he felt peculiar movements of the ship.

He found everything normal except stormy weather. Suddenly, however, he felt a jerk and a strong gust of wind.

The steamer simultaneously capsized and he found himself sitting on the upturned side of the ship.

Floating on Log.

He was washed away, but found a log of wood and with others floated in a long row on heavy seas until after an hour he was saved by the steamer Menten.

The water where the disaster occurred is not deep, but sometimes there is a heavy ground swell. The catastrophe happened in less than a minute.

A Sudden Swerve.

Another officer, named Cornelisse, stated that the Zeemeuwer captain rushed to the helm as the helmsman was powerless.

The ship then capsized and the captain, who was unable to hold the helm, went down. He was rescued back by the water and was rescued.

The helmsman climbed up through a broken glass window. The officer on duty managed to throw off his heavy coat and sea-boots while under water and came up in the vicinity of the Captain helping him to be saved by the Menten.

Dash from Engine Room.

The Chief Engineer of the Kronos, who was on duty in the engine room, suddenly heard a movement in the coal bunkers and a noise of falling objects on the deck. He ran up from the engine room and as he got on to the deck the ship capsized.

He held on to the ship's keel, but was thrown off and was in danger of drowning. He managed, however, to keep afloat for an hour until the crew of the Menten threw him a rope and he was pulled on board.

BRITISH MINISTER EXPECTED.

TO ARRIVE IN HONGKONG TO-MORROW.

BUSY WEEK AHEAD.

Sir Miles Lampson, K.C.M.G., the British Minister to Peking will arrive in Hongkong on board H.M.S. Foxglove about eleven o'clock to-morrow (Sunday) morning. He will land about 11.15 and will be met by His Excellency the Governor, a guard of honour from the King's Own Scottish Borderers, members of the Executive and Legislative Councils, and Naval and Army officers, and others. After his arrival at Queen's Pier, Sir Miles will proceed to Government House.

In the afternoon he will pay a visit to the New Territories. On Monday, Sir Miles Lampson will have lunch with Major General C. C. Luang, C.B., C.M.G., and at night will attend a dinner party at Government House.

On Tuesday, Sir Miles will be the guest of Mr. W. W. Hornell, Vice-Chancellor of the Hongkong University, at luncheon, and in the evening it is likely that he will have dinner on board H.M.S. Hawkins with the Commander-in-Chief, Vice Admiral Sir Reginald Tyrwhitt, Bt., K.C.B., D.S.O., D.C.L.

Macao and Canton.
Sir Miles has accepted an invitation extended to him by His Excellency Senhor Tamagnini de Sousa Barbosa, Governor of Macao, to visit that port. He will leave Hongkong on Wednesday morning about eight o'clock on board H.M.S. Tarantula to pay an official visit to the Portuguese Colony.

Sir Miles will arrive at Macao about noon on Wednesday. The Minister and his party will be the guests of Mr. E. B. the Governor. The party will leave on the following morning for Canton, remaining there until the following Tuesday.

Chinese Merchants Dinner.
Returning to Hongkong on February 23, Sir Miles will be the guest of the Hon. Sir Shouson Chow, and the Hon. Mr. R. H. Kotewall C.M.G., LL.D., at dinner at the Chinese Merchants Club. His Excellency the Governor of Hongkong will be present at this gathering.

On February 29 Sir Miles will pay a second visit to the New Territories and will have tiffin at the Royal Hongkong Golf Club at Fanling. At night he will attend a dinner party at Government House.

No further arrangements have been made for the following day but Sir Miles will embark on the s.s. Franconia on March 2 for Shanghai.

He is accompanied by Mr. Stenrod Bennett, and Mr. Davidson, a former Consul in Ningpo.

The crew was composed mainly of Timorese, who are good swimmers. A few stokers were literally washed away from the boilers which proved to be the means of their escape.

The second engineer, Ridder, had a wonderful escape. He was lying awake in his berth, from which he was thrown to a standing position on the cabin wall. He kicked in the door and the water rushed in throwing him towards the Chief Engineer's cabin. The water soon reached his lips but he managed to open a port hole and saw the Menten leaving the scene. Luckily the vessel returned again and saved him after he had been in the water for about three hours.

HONGKONG CHAFF.

By B. R.—B.

It's considered the thing

To go to Fanling,

To play round the course,

Or ride on an'norse!



BOGUS SHANGHAI SWEEP.

VENDOR GETS TWO-MONTH SENTENCE.

FAMILY IN HONGKONG.

Nadi Box Mahommed appeared for the second time before Judge G. W. King, sitting as Magistrate, in H. M. Police Court at Shanghai last Saturday charged as follows:—that he, on certain days in January, went to the Royal Signal Corps, at their quarters, and sold to Sergt. Wells, and Signalmen Zeldier, and Signalmen Christopher, certain tickets, getting money from them, these certain tickets purporting to be tickets on the Penman Club, and it has been alleged that this club is non-existent. Mr. P. W. Goldring prosecuted, defendant being unrepresented.

Broke Into Tears.

At the first hearing defendant pleaded not guilty, but on Saturday, faced by additional evidence, he broke into tears and admitted the offence. He was sentenced to two months imprisonment.

Recalled to the box P. C. Davies, upon being interrogated by Mr. Goldring, said that he had made further inquiries at the Suffolk Regiment and had ascertained that tickets had been sold there by a man who gave his name as N. B. Dyer.

Judge King said that unless defendant had been with the officer and had been identified this could not be used as evidence. Mr. Goldring replied that he merely wished to show that they bore the name of the Penman Club.

Family in Hongkong.

Accused said that he was not prepared to prove the existence of the Penman Club, but pleaded for mercy, saying that he had a wife and three children in Hongkong. He had done odd jobs, but, on receipt of a letter from his wife, which stated that one of the boys was seriously ill, he had done this to obtain funds. He promised to lead an upright life in future. He had no accomplices, and of 2,000 tickets which he had printed, he sold about 100.

Mr. Goldring pointed out that accused had perpetrated a similar swindle before, and chose soldiers with little knowledge of the East for his victims.

In giving judgment, His Worship said that accused deliberately had chosen this type of a crime. It was not a sudden temptation. He had employed a mean way to obtain money, and he would sentence him to two months imprisonment.

A special Pacific Railway train conveying Lord Bledisloe, Parliamentary Secretary to the Ministry of Agriculture, the President, of the Argentine Rural Society, and a large official party was derailed at 10.30 p.m. on Jan. 20 near Arribuenos Station, 300 miles west of Buenos Aires. The inspector, the engine-driver, and the firemen of the train were all killed.

Neither Lord Bledisloe nor any of his party was injured. Lord Bledisloe, in an interview, said that a much more serious accident was only avoided by the presence of mind of the engine driver who applied his brakes just before the engine fell over the embankment.

Lord Buckmaster, the former Lord Chancellor, who had taken no part in legal appeals in the House of Lords since he became connected with business in the City a few years ago, has resumed legal work, his City connections having ceased some time ago.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the Daily Express. Answers, for those who need them, will be found on Page 18 of this issue.

- 1 Who was Phiz and what was his real name?
- 2 Who is (a) The First Sea Lord; (b) the Commander-in-Chief of the China Station; (c) the British Minister at the Vatican?
- 3 When is Twelfth Night? Why is it so called?
- 4 Who is chairman of the Royal Commission on India, and when was he in the Cabinet?
- 5 What was the second name of Jerome K. Jerome?
- 6 On whose recommendation are King's Counsel appointed?
- 7 Name the highest summit in the Peak district?
- 8 Who founded the kindergarten?
- 9 What is an inflection?
- 10 Who first discovered that the earth travels round the sun? When did he live?
- 11 Name the authors of: "The Decameron"; "The Alchemist"; "Venus and Adonis"; "Hyperion"; "Adonais"; "The Hound of Heaven."
- 12 What is a kite balloon?



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Why continue to suffer when you can
investigate and learn how others were
cured of the following ailments?—

Malaria fever, catarrh, cough, asthma, bronchitis,
rheumatism, dropsy, kidney trouble, diabetes, gastritis,
nervousness, constipation, etc., etc.

Consult Mr. Yee Foo Lum, Chinese Herbalist,
who has had over 25 years experience in America,
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CHARACTER IS BACK
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(How America was found out)

4509 "Why every married man should have a wife
(Do film actresses make good husbands?)

The Anderson Music Co., Ltd.

THE HONGKONG BENEVOLENT SOCIETY (Established 1889)

OF PARTICULAR INTEREST TO BUSINESS
AND PROFESSIONAL MEN

is Page 3 of the

38th ANNUAL REPORT AND STATEMENT
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ness and all kinds of chronic
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TENNIS SURPRISE.

OFFICIAL BALL NOT CHOSEN FOR WIMBLEDON.

A remarkable situation has arisen
in the tennis world. Major D. R.
Larcombe, Secretary of the All-
England Lawn Tennis Club has
announced that the Slazenger
attitude and somnolent ball had
been adopted for the championships
at Wimbledon this year.

Some time ago the Lawn Tennis
Association invited manufacturers,
whose make of ball had been
authorised, to tender to supply their
ball at a lower price than that
which ruled last year. It was a
condition of the acceptance of any
tender that the ball should simply
be known as the "L.T.A. ball."

Finally the tender of Messrs.
John Jacques and Son was accepted,
and the price agreed upon was
16s. 6d. per dozen for the public
and 14s. 6d. per dozen for clubs and
their members.

The question was being asked
"What will happen to the nameless
L.T.A. ball made by Messrs. Jacques
now that Messrs. Slazenger, who
never tendered, have had their make
adopted?" One thing is certain. The
tennis ball controversy is not yet
at an end, and in view of object 2
(g) of the rules of the L.T.A. which
states: "The object of the Association
shall be to observe and carry
into effect the terms of any agree-
ment entered into with the All-
England Lawn Tennis and Croquet
Club for the joint promotion and
management of the championships,"
it will be interesting to watch what
will be the next move.

"Official Ball" Situation Explained.
There is no doubt that many
people have been misled by the
term "official ball," the designation
given to the ball, which one firm of
manufacturers, and one firm only,
consented to supply at a reduced
price after the L.T.A. had invited
all the leading firms to tender for
such a ball.

The average lawn tennis player
would naturally infer from the fact
that an official ball has come into
being that it would be the ball used
in future in tournament play. But
this is not so. The only tourna-
ments at which the L.T.A. Council
can insist on the "official" ball being
used are those—such as the British
Hard Court championship—which
are "run" by the L.T.A.

The L.T.A. has sanctioned eight
makes of ball (without reference to
price) for use at open tournaments,
and it is already known that the
Slazenger ball will be used, as
hitherto, at Wimbledon.

It would appear to be quite
evident, therefore, that the main
object of the now famous "invita-
tion to tender" was not to bring
into being an "official" ball in the
ordinary acceptance of the term,
but by a somewhat devious process
to put pressure on the manufac-
turers to reduce their prices to clubs
and the general public. The other
point, that needs emphasising, is
that tournament committees are
free to use whichever of the eight
"sanctioned" makes of ball they
please.

ENGLISH SPORT NOT DECADENT.

MR. H. M. ABRAHAMS
REPLIES TO PESSIMISTS.

"To win any event at the
Olympic Games one has to be
almost an automaton, and there is
no earthly use in hoping to win
these events casually," Harold
M. Abrahams, winner of the 100
metres at the Olympic Games in
1924, declared at a lecture on
modern athletics which he gave at
the Central Hall in aid of the
funds of the Tavistock Clinic for
Functional Nervous Disorders,
Tavistock-square, W.C. 1. Mr.
Nigel Playfair presided.

Mr. Abrahams decried the idea
that English sport of to-day is
decadent. The standard in track
and field athletics had risen be-
yond all measures in the past
quarter of a century, he said, and
because we were not at the top of
the tree in every sport—some
cynics said in any sport—people
ran away with the notion that we
were decadent.

Speculation in Sport.

"Anyone," he added, "who can
do a high jump of 6ft., although
the record is 6ft. 5in., or anyone
who can do a long jump of 24ft.,
although the record is 25ft. 10in.,
is doing a first-class performance,
even if he is not carrying off
championships. We are now in
the midst of an age of specialisa-
tion in sport, and it is solely be-
cause the Britisher is not prepared
for the most part to take his sport
seriously that we have had to take
a back seat in international sport."

Winning a championship brings
so much personal prestige and
publicity that many people are
realising its value. Attempting
to swim the Channel, no matter
whether you do it or not, gives
you a name.

"People ask me, 'Are we going
to win the Olympic Games at
Amsterdam in July?' When you
realise that some 60 different na-
tions will be competing, represent-

ATTEMPT ON LIFE OF C. C. WU.

(Continued from Page 1.)

Dollar Liner Held Up.

Dr. Wu told a *Straits Times*
representative that last night he
had addressed a letter to the
Officer Administering the Govern-
ment asking for clemency for the
would-be assassin, on the ground
that the offence was not an or-
dinary sordid attempt at murder,
but was dictated by political mo-
tives. The President Wilson sail-
ed this morning, but it was de-
layed after its scheduled sailing
time of 10 a.m. owing to Dr. Wu
being requested by the Singapore
Police to go ashore and make a
sworn statement before a magis-
trate. If that had not been done
his statement made to the police
could not be used in evidence in
the police-court proceedings.

Discussing the affair with a
Straits Times representative, Mr.
Sun Fo said that this was the first
attempted assassination in Na-
tionalist politics. "I understand
that Communist propaganda is
being carried on among the Chi-
nese in Singapore," he said, "but I
would like to emphasise for the
benefit of overseas Chinese that
Communism has nothing to do
with the principles of Sun Yat-
sen. Some time ago the Kuomint-
tang was favourably 'inclined' to
Communism, but in China at the
present time the Communist ele-
ments have been definitely
eliminated from the membership
of the Kuomintang.

Communist Active.

"Communist activities to-day
are entirely secret and under-
ground. The Communists, by
their acts and the objects which
they have in view, have alienated
the sympathy of the whole people,
and overseas Chinese in Singa-
pore and elsewhere should pay no
attention to propaganda emanat-
ing from Communist organisations
in China, particularly when the
persons conducting that propa-
ganda misrepresent themselves as
members of the Kuomintang."

Further information states that
the arrested man is 24 years of
age, and speaks English as well as
several Chinese dialects. Several
rounds of pistol ammunition were
found on his person when he was
caught. He arrived from Shang-
hai a few days ago, and it is said
that his orders were to follow the
Nationalist party and assassinate
Dr. Wu at the first opportunity.

The behaviour of the Malaya
who caught him was prompt and
plucky. One of them was the
driver of one of the waiting cars,
and the other was a Municipal em-
ployee. The arrested man offered
no resistance.

Confession in Court.

Before the Third Police Magis-
trate (Mr. C. H. Daker) on the
following morning, the arrested
man was charged with the at-
tempted murder of Dr. Lim Boon
Keng.

In reply he shouted in Chinese
"That is not correct, I never in-
tended to kill Dr. Lim Boon Keng,
I intended to kill Dr. Wu, Mr. Sun
Fo and Mr. Wu Han-min."

He was remanded in custody.
It is understood that he made a
confession before a police magis-
trate after being removed from the
court.

WATERLOO CUP.

FAVOURITE WINS IN FINAL.

London, Feb. 17.
In the final of the Waterloo Cup
at Aintree to-day, Mrs. Sofer Whit-
burn's White Collar (100/30 on)
beat Lieut. Col. Sir John Hum-
phrey's Hastings. *Reuter.*

Parisians will shortly be able to
watch a bull-fight without
journeying any further than the
Cirque d'Hiver. A form of the
sport, modified to comply with
French police regulations but
containing all the picturesque and
dangerous features which make it
so popular in Spanish speaking
countries, will be given. A num-
ber of famous bull fighters have
been brought from Spain, together
with specially trained bulls.

Mrs. Thirlaway, wife of Mr. T.
E. Thirlaway, Vice-Chairman of
Evan, Hunter and Co., christened
the first of the seven Canadian
lake steamers which are being
built for the Paterson Steamships,
Ltd., of Fort William.

ing millions of athletic men and
women, you will see how ridicu-
lous it is to talk about winning all
the Olympic Games. Interna-
tional sport is so specialised that
even to get a place is a great
thing."

Mr. Abrahams's lecture was
illustrated with many interesting
slides and slow motion films.



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White Felt, Silk and
Straw Hats in 300
Styles.

ALSO FOR CHILDREN.

Prices from \$4.25 up to \$15.

ELITE STYLES.

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THE YIDDISH TONGUE.

ORIGINATED IN GERMANY.

During his journey from Peter-
head to Glasgow in company with
Rabbi Phillips, it is said, Oscar
Slater conversed in Yiddish. This
has been denied by Rabbi Phillips,
who states that Slater did not know
Yiddish, but only German. This
is a curious fact, as Yiddish
is now the medium of intercourse
of more than six million Jews.

Yiddish, which is the English
equivalent of the German word
Judeisch, was first spoken by Jews
in Germany during the Middle
Ages. When compelled to leave
this country they settled in Poland
and the border Russian States. In
these regions they continued to use
Yiddish as their language. Yiddish
is now the medium of intercourse
of more than six million Jews.

Yiddish was founded on High
German, but it was written in
Hebrew characters. During its
use on Slavonic soil it added to its
vocabulary many Russian and
Polish words. It also absorbed a
number of Hebrew idioms dealing
with religious matters. In dif-

ferent countries, where it was
spoken, it underwent numerous
changes of pronunciation and
spelling. In recent years its use
among the large Jewish populations
of Britain and America has result-
ed in its annexing a host of Eng-
lish words and phrases.

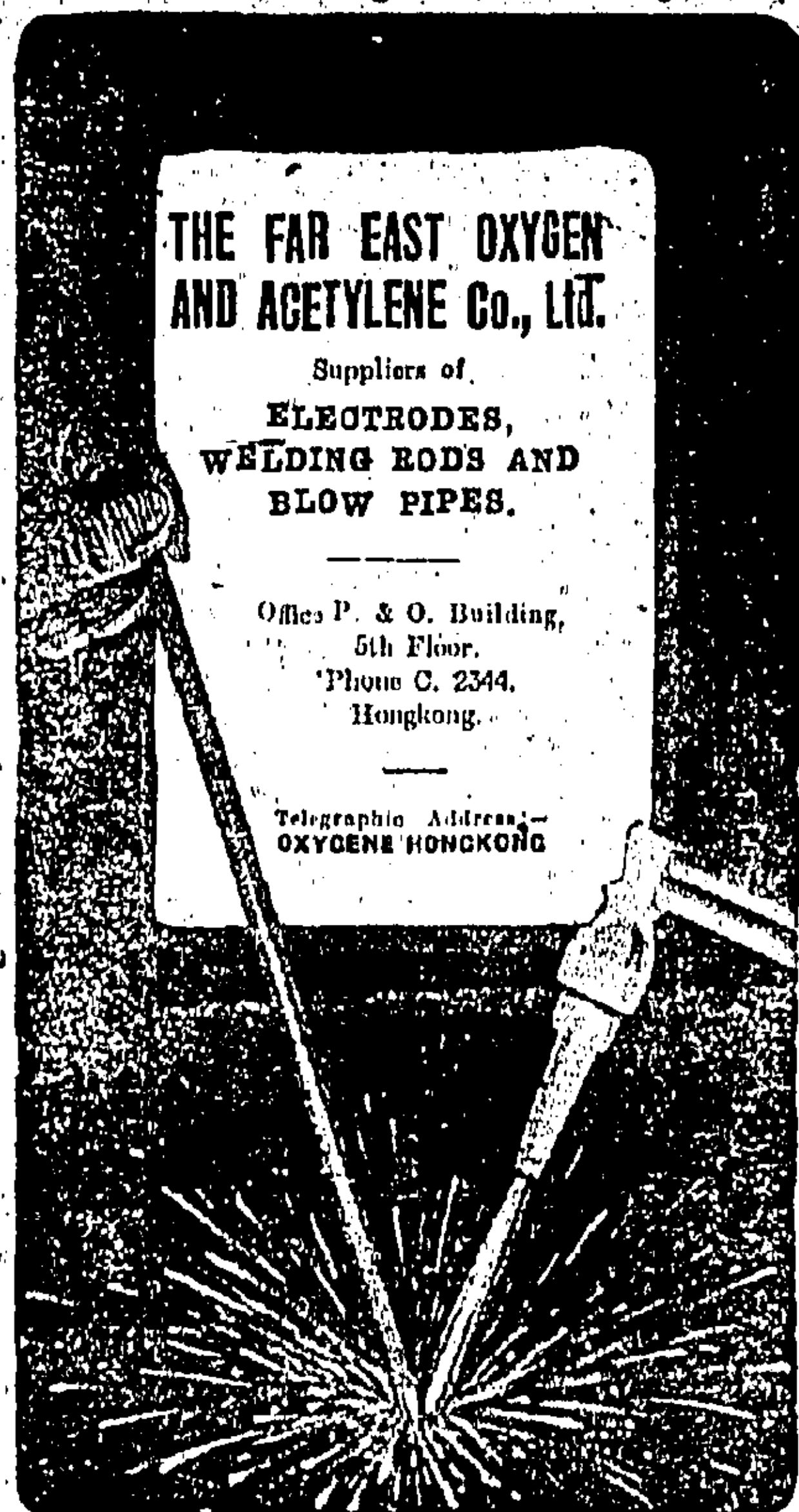
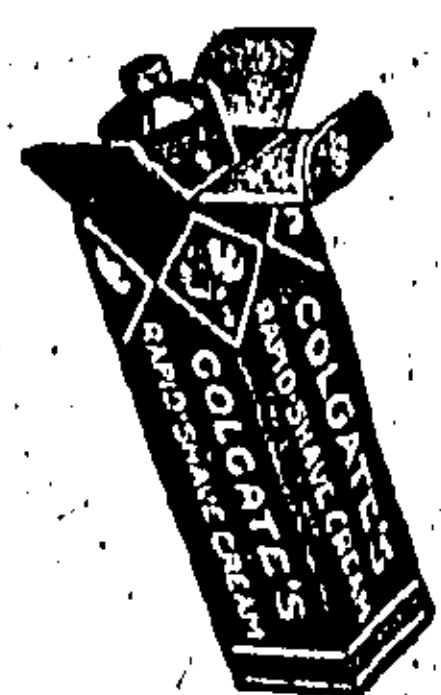
The evolution of Yiddish has been
on similar lines to other languages.
As it is a variation of modern
classical German, Yiddish is often
termed a bastard language. It is
even spoken of by many of its users
as "Jargon." There is a close re-
semblance between Yiddish and
English in their origins. English
is a development of a Low German
dialect brought over by the con-
quering Angles and Saxons in the
fifth century. Yiddish, on the
other hand, is a High German
dialect retained by Jewish refugees
ten centuries later. While "Eng-
lish" is the language of visitors,
Yiddish is one of the fugitives.
In this fact probably resides the
reason for their different develop-
ment.

There are other forms of
language spoken by certain sections
of Jews. Among these are Judeo-
Spanish, Judeo-Arabic, and Judeo-
Persian. Like the corresponding
Judeo-German or Yiddish, they are

all written in Hebrew characters.
Yiddish, however, is the most im-
portant of all, as it is used by
nearly half of Jewry. It possesses
an abundant literature. Hundreds
of daily and weekly newspapers in
Yiddish are issued in America,
Russia, and in those countries
where there is a fairly large num-
ber of Jewish settlers. In this
country there are several journals
issued daily and weekly from the
Jewish Press in London. These
are principally read among the
foreign section of the 300,000 Jews
in this country.

It is notable that the generation
born and educated in Great Britain
do not converse much in Yiddish.
In a Jewish home it is quite usual
to hear the parents speak in
Yiddish, and their children reply
in English. In a number of cases
the British born Jew can neither
speak nor understand a word of
Yiddish.

The London and North-Eastern
Railway have instructed their
train attendants who travel with
the Flying Scotsman and other
East Coast expresses to go through
the trains and announce the
names of stopping stations five
minutes before the time of arrival.

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Bank of Canton Building.

MODERN MORALITY.**IMPROVED STREETS AND
LAXER CONDUCT.**

Evidence from Liverpool was heard by the Street Offences Committee, sitting at Old Palace-yard, Westminster, recently.

Mr. Stuart Deacon, the stipendiary magistrate for Liverpool, said that in twenty years the number of women arrested for these offences had fallen from 1,772 to 316 a year.

The chairman (Mr. H. P. Macmillan, K.C.): Have you any theory to explain that?

Mr. Deacon: No, except from general observation. It seems to me to be common to the country. It may be due to improved morals or improved streets; perhaps partly due to the diminution in the hours of licensed houses.

The Chairman: It may be that changes in social conditions have rendered this kind of offence less common?

Mr. Deacon: I would like to think so, but personally I am not prepared to say it is so.

Mr. Deacon quoted a report that of forty-four women taken in by the Church of England Temperance Society, thirty-seven proved satisfactory, and that many women became reformed characters. "Some of these women welcome imprisonment," added Mr. Deacon. "It is a period of rest and recuperation of health, and I have heard—it sounds a sad thing to say—that it is regarded as a rest-cure, which in other classes might be taken at Harrogate."

Mr. Jovitt suggested that on the evidence of a policeman against that of a woman of bad character it was almost inevitable she would be convicted.

Mr. Deacon: I confess to some extent there is a loading of the dice there.

Mr. Lionell Everett, Chief Constable of Liverpool, also gave evidence. Mr. Macmillan asked him if there was a tendency for the professional prostitute to be superseded by the amateur.

Mr. Everett: I do not go so far as to say that. I think the fifty girl is out to get all she can in the way of thorough enjoyment, at the expense of any young fellow or man she comes across, but I am not prepared to say she is anxious to prostitute herself.

The Chairman: You think there is laxer behaviour without necessarily an increase of immorality?—I think there is a great deal.

Mr. Everett thought the old type of prostitute was disappearing in favour of a more "respectable" type, who lived in a flat. A great many migrated to other towns for some months of the year.

The Committee adjourned till a date to be fixed.

A case of smallpox was discovered in the hospital at Cardiff Prison recently. The man was at once removed to the local isolation hospital, and all persons in the prison may be isolated.

**OUR DAILY TALK ON
HEALTH.****CARE IN TREATING
TUBERCULOSIS.****BEWARE OF QUACKS.**

Of all of the persons suffering from chronic illness, the tuberculous are most constantly solicited by one or another form of quackery.

The desire of members of the family or of neighbours to believe that the patient has not tuberculosis but only bronchitis or a bad cold or something of that nature is likely to cause them to suggest all sorts of temporary remedies that are usually worthless.

Invariably there are persons who have heard of patients who have recovered in a day or two by some remarkable method, notwithstanding the fact that scientific evidence does not provide a single case of immediate recovery of a patient with tuberculosis.

In neighbourhood clubs and churches appear representatives of all sorts of peculiar dietary leagues and faith healing foundations that are willing to have their measures tested for a price.

If there is one condition above all others in which the patient cannot afford to temporize with quackery and trifling methods of healing it is tuberculosis. Such a patient has one certain method of benefit; namely, proper rest, proper diet, proper amounts of sunlight and outdoor air, proper exercise, and properly administered remedies carefully controlled by repeated examinations and by constant investigation of the condition.

Many of the forms of treatment that come out of a bottle contain drugs that are dangerous to the tuberculous, because they speed up the metabolism or place undue stress upon the patient's organs. Other methods are dangerous because they seem to arouse exceptional virulence in bacteria that are apparently being handled to a certain extent by the patient's own immunity.

Secret methods of treatment are inevitably dangerous, because it is important for both the patient and his physician to know what is actually going into the patient's body. The American Medical Association maintains a bureau of investigation which will reply to any inquirer regarding the merits of supposed cures for tuberculosis, whether medical, electrical, mental or physical.

The National Tuberculosis Association in New York City also maintains a bureau for replying to the tuberculous regarding the proper conduct of their lives from the standpoint of health.

**A SEVEN-YEAR
SENTENCE.****MANILA CASHIER SENT TO
PRISON.**

J. F. Owsley, formerly cashier-accountant of the Dollar Steamship Line, in Manila, who pleaded guilty recently on two charges of estafa has been sentenced by Judge Emilio Maza, of the Court of First Instance of Manila, to a total of seven years, one month and two days imprisonment. The accused entered Bilbid last Saturday.

The accused, at the same time was ordered to indemnify the Dollar line in the total sum of Pesos 19,921.15 will subsidiary imprisonment in case of insolvency. The money which Owsley misappropriated, belonged to the Company.



The faster you travel, the sooner age catches you.

Washington, Jan. 7.—The Supreme Court has decided that the explorer, Dr. Frederick A. Cook, must serve his sentence of 14 years and nine months in the Federal prison. Cook was convicted in 1923 of using the mails to defraud in connexion with an oil stock selling scheme. He entered prison in 1925, and is now aged 67. Dr. Frederick A. Cook claimed to have discovered the North Pole on April 21, 1908.

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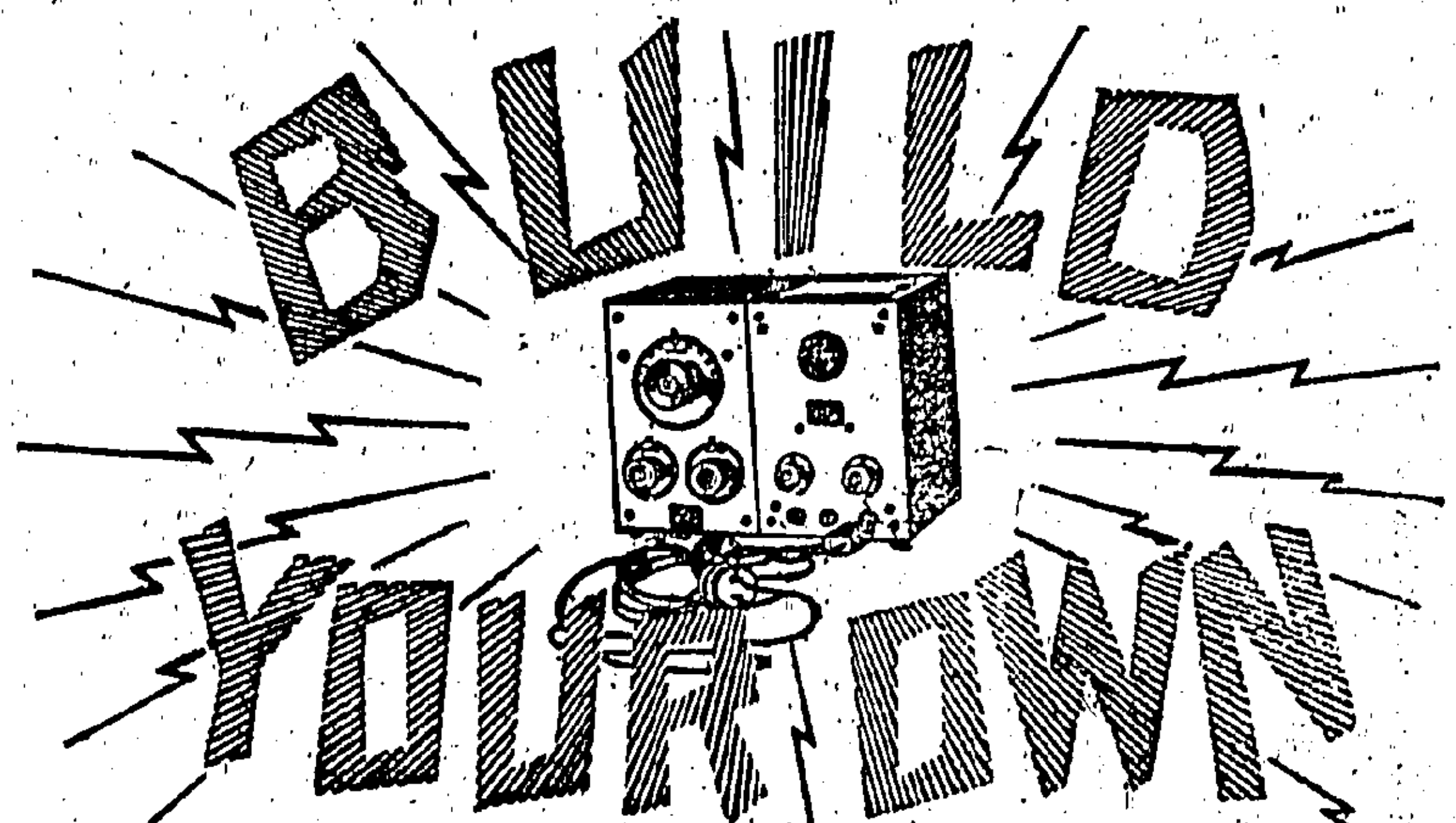
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OF CHINA, LTD.

QUEEN'S BUILDING, HONGKONG.

DERBY CROWD AT THE HONGKONG RACES.



Above are seen some of the spectators on Derby Day at the Hongkong Races. (Photo: Ming Yuen).



Mr. Ho Kom-tong leading in Masonic Hall (Mr. Wong up, the winner of the Hongkong Stakes. (Photo: "Meo Cheung").

BEBE DANIELS INJURED.

MISHAP DURING PICTURE FILMING.

Hollywood, Feb. 11.
Bebe Daniels, the film actress, suffered a sprained back, bruises and possible internal injuries in an accident which occurred during the filming of a picture to-day.

The actress was buried in a mass of debris when an imitation Pullman car in which she was

making a scene was wrecked by an overhanging branch as the truck on which the Pullman car was mounted passed under a tree. James Hall, playing opposite Miss Daniels, sustained a broken wrist. He extricated the actress from the wreckage, despite his injury.

After an X-ray, physicians announced that Miss Daniels apparently suffered no internal injuries. However, she will be confined to the hospital for several days as a result of the sprained back and the bruises.

SILK STOCKINGS SECRETS.

5D. A PAIR WHOLESALE. 2S. 6D. RETAIL.

Remarkable trade secrets were revealed by a witness heard by the Board of Trade Committee considering the application for a safeguarding duty on imported hosiery and knitwear.

Mr. Alfred Stern, a manufacturer, chairman of the group of merchants and importers opposing the application, said the popularity of artificial silk had been greatly increased by the introduction of a dull finish.

When it was first introduced anyone could tell whether a girl walking down the street was wearing artificial silk stockings, because they were shiny. Now, with a dull finish, they had the same appearance as real silk.

Sharp Practice.

"There is a lot of fraud in the trade, or at any rate sharp practice," said Mr. Stern, later. "I have here a stocking which is sold wholesale at 5s. a dozen pairs. It has 2s. 6d. stamped on the foot of each stocking." The price was stamped on by the manufacturer.

"Silk," he said, in answer to another question, "is all silk except when it is artificial silk. Cotton is all cotton. Wool is all wool, but woolen is shoddy stuff."

Mr. Comyns Carr, K.C., asked how much greater consumption of cheap cotton hose was accounted for.

Mr. Stern: Women wear different-coloured dresses, and even if a woman is only earning £2 a week she will like to have half a dozen different-coloured stockings in her wardrobe.

BIG SHIPPING THEFT.

STUDENT OFFICER ARRESTED IN MANILA.

PESOS 34,000 MISSING.

Mariano Ramos, until recently student officer on the inter-island steamer Borongan, will have to answer to the charge of qualified theft involving the Pesos 34,000 which was discovered missing from the steamer's safe in the captain's cabin, after the ship's arrival in Manila from the south, says the Manila Bulletin. Assistant Fiscal Doroteo Amador filed the complaint against Ramos with the Court of First Instance last Saturday. Fiscal Amador has recommended Pesos 8,000 bail for his temporary release from custody.

Simultaneous with the filing of the complaint against Mariano Ramos, the fiscal also recommended the release from custody of Mario Ramos and Antonio Ramos, father and brother, respectively, of the accused, and of Pablo Paymito, cabin boy on the Borongan, who were taken into custody along with the student officer. According to the fiscal, there is at present not sufficient evidence that they participated in the theft.

No Trace of Stolen Money.

Search for the Pesos 34,000 stolen from the steel safe aboard the steamer Borongan has continued, but there is little or no prospect of recovering the amount. Private-owned automobiles and a hired PU car were used by the secret service operatives in making a search through Manila, Pasay, Paranaque and Balayan, Batangas, in an effort to locate the money.

The secret service attached little importance to the discovery of Pesos 200 in the possession of Antonio Ramos, brother of Mariano, who is facing charges of qualified theft in connexion with the disappearance of the Pesos 34,000 from the safe. The detectives in charge and the chief of police are inclined to believe that the money recovered was not a part of the booty.

LONGER DAYS AS WORLD AGES.

GREAT ASTRONOMER'S GUESS THAT PROVED RIGHT.

Investigations have shown that the movement of the tides is lengthening the day by a fraction of a second each century.

Sir Frank Dyson, the Astronomer-Royal, explained this recently in a lecture on "The Observation of the Solar Eclipse."

The eclipse in Nineveh in 753 B.C., he said, enabled astronomers to discover that the speed of the rotation of the earth was gradually being reduced.

Halley's calculations of the eclipse in Nineveh showed that that city should have been some hundreds of miles outside the zone of observation.

To make his calculation fit the facts he suggested that the month was getting longer, and subsequent work had shown that the movement of the tides was lengthening the day by a thousandth part of a second each century.

Bargain News!

50 BOYS' RAINCOATS

To be cleared at \$3.75

Better make 'at... \$5.75

CHILDREN'S WOOLLEN OVERCOATS... \$3.75

BABY BAGS (made from Woollen blanketing)... \$3.75

GENT'S RAINCOATS (special bargain)... \$6.50

MANY OTHER BARGAINS IN OUR LADIES' DEPARTMENT.

YEE SANG FAT CO.

"ROOM FOR YOUNGER MEN."

SIR B. CHADWICK AND THE PRIME MINISTER.

Correspondence has passed between Sir Burton Chadwick and the Prime Minister on the subject of the resignation by the former of his post of Parliamentary Secretary to the Board of Trade.

When the appointment of Mr. H. G. Williams as his successor was announced last week I stated that Sir Burton Chadwick had been actuated in his resolve by his desire to devote himself to the work of the Company of Master Mariners, of which he is Deputy Chairman.

This is confirmed in his letter to Mr. Baldwin. He writes:

"I am going to ask you to accept my resignation from the office with which you honoured me three years ago, an office in which it has been a privilege and a joy to serve, and the giving up of which I shall deeply regret. I have other work to do, however, which has lately assumed such proportion that I fear I may not be able to continue to give undivided attention to my Board of Trade duties."

"I refer to the Company of Master Mariners, of which I have the honour to be the Deputy Master. The responsibilities of leadership in the early life of this Company are increasing with its success."

"With this duty before me, I am moved to my decision by a further consideration. I suppose that never before in the history of the Conservative Party was there such a splendid force of young men in the House of Commons."

"Well, Heaven knows—I do not count myself old—but rather in the prime of life, at fifty-eight,

but having other important public work to do, I feel it my duty to make room for a younger man, who, given his start as an Under Secretary at an earlier age, should prove to be a source of strength to the Conservative Party in the future."

Public Spirited Offer.

Mr. Baldwin, in his reply, writes:

"From several conversations we have had I have realised that nothing lies nearer your heart than the Company of Master Mariners, for which you have done so much. Having been at the Board of Trade myself, I know, too, the exact nature of the duties you have performed with such zeal and loyalty for more than three years."

"It was therefore with the least surprise, though with great regret, that I learnt from your letter that you wish to be freed from official work to devote your time to help in establishing the position of the Company of Master Mariners that it may take its rightful place in the life of the British nation. I think we all knew in the Great War, if we did not realise it before, what we owed to the British seaman."

"Your generous and public spirited offer to make room for a younger man, while you are still in the prime of life, is team work of a very high order; and I feel confident that your action, appreciated as it is by me, will be no less appreciated by the Conservative Party and by British seamen, to whom you feel yourself bound by so many ties."

"Believe me, with every good wish for the success of your future work, and with grateful thanks for the services you have rendered to the Government, yours very sincerely,
STANLEY BALDWIN."

NEW £1,000,000 COAL MINE.

BASE REACHED OF PIT THAT WILL EMPLOY 3,000.

Seaham Harbour, Jan. 15.
The reaching of the pit bottom in the Tempest shaft of the Marquess of Londonderry's new colliery at Seaham Harbour, at a depth of 2,000 feet, was celebrated yesterday by the workmen being entertained.

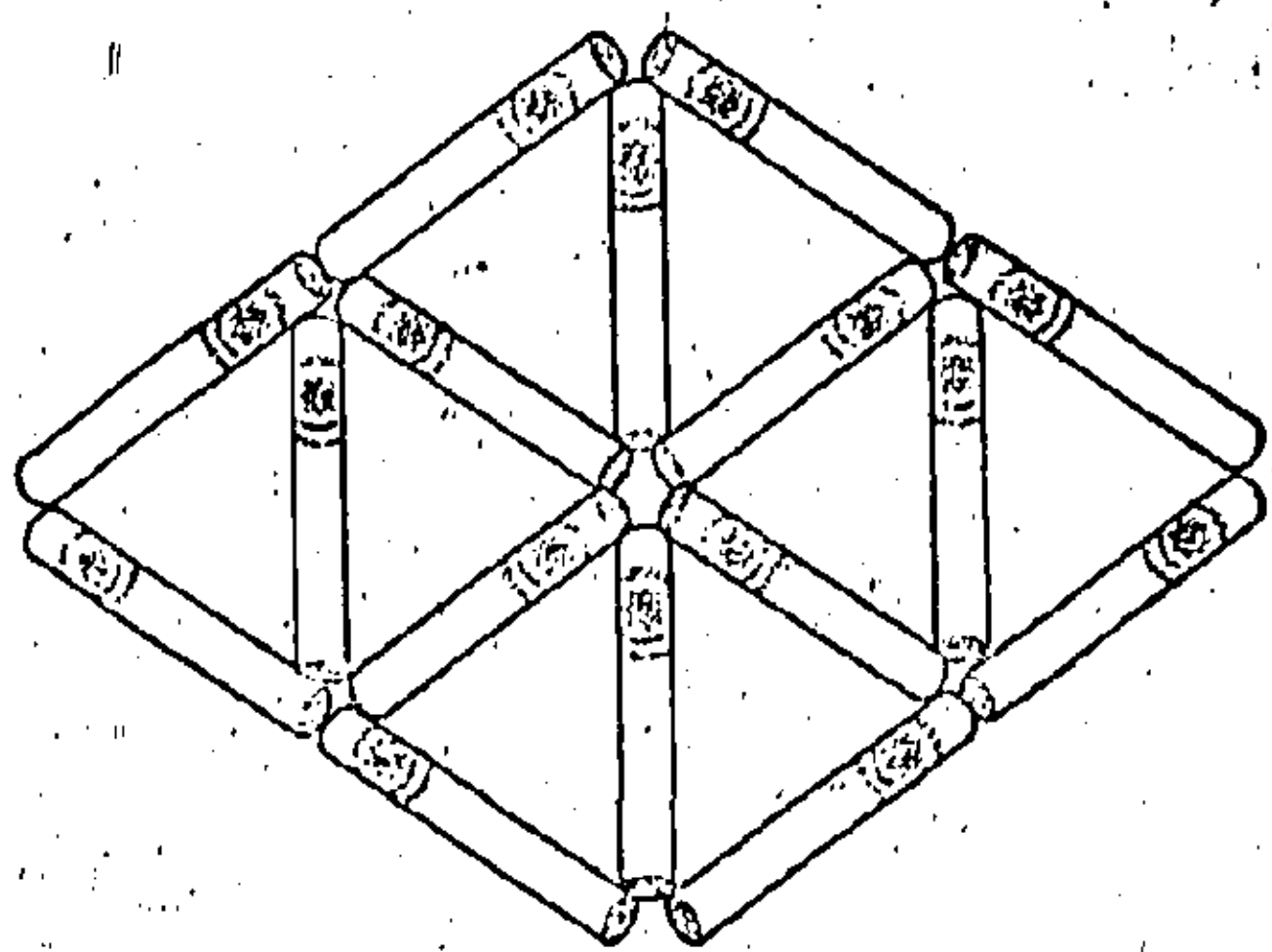
The first sod of the colliery was cut by Viscount Castlereagh in December, 1923. The colliery, which is costing approximately £1,000,000, is expected to produce, when fully developed, 1,000,000 tons of coal per annum, and to employ 3,000 workers.

The toast of "Success to the New Colliery" was proposed by Mr. Malcolm Dillon, agent to Lord Londonderry, who said that the undertaking would add greatly to the prosperity of Seaham Harbour, which was this year celebrating its centenary.

Big fires in the month of December involved a total loss of £755,000, according to a special report prepared by Messrs. Harris and Co., fire loss assessors. There were altogether 33 fires involving a loss of £5,000 and over. The following are the principal details:

Shop Premises, Castleford, Yorks	£90,000
Panel Works, Kingsland, N.E.	18,000
Mansion Fire, Hereford	90,000
Spring Mills, Burnley	22,000
Mansion, near Eastbourne	20,000
Umbrella Frame Manufacturer, Birmingham	30,000
Church, Burnley	18,000
Mansion, Hereford	20,000
Warehouse, Glasgow	45,000
Carpet Shop, Oxford-street, W.	15,000

Take away 4 cigarettes



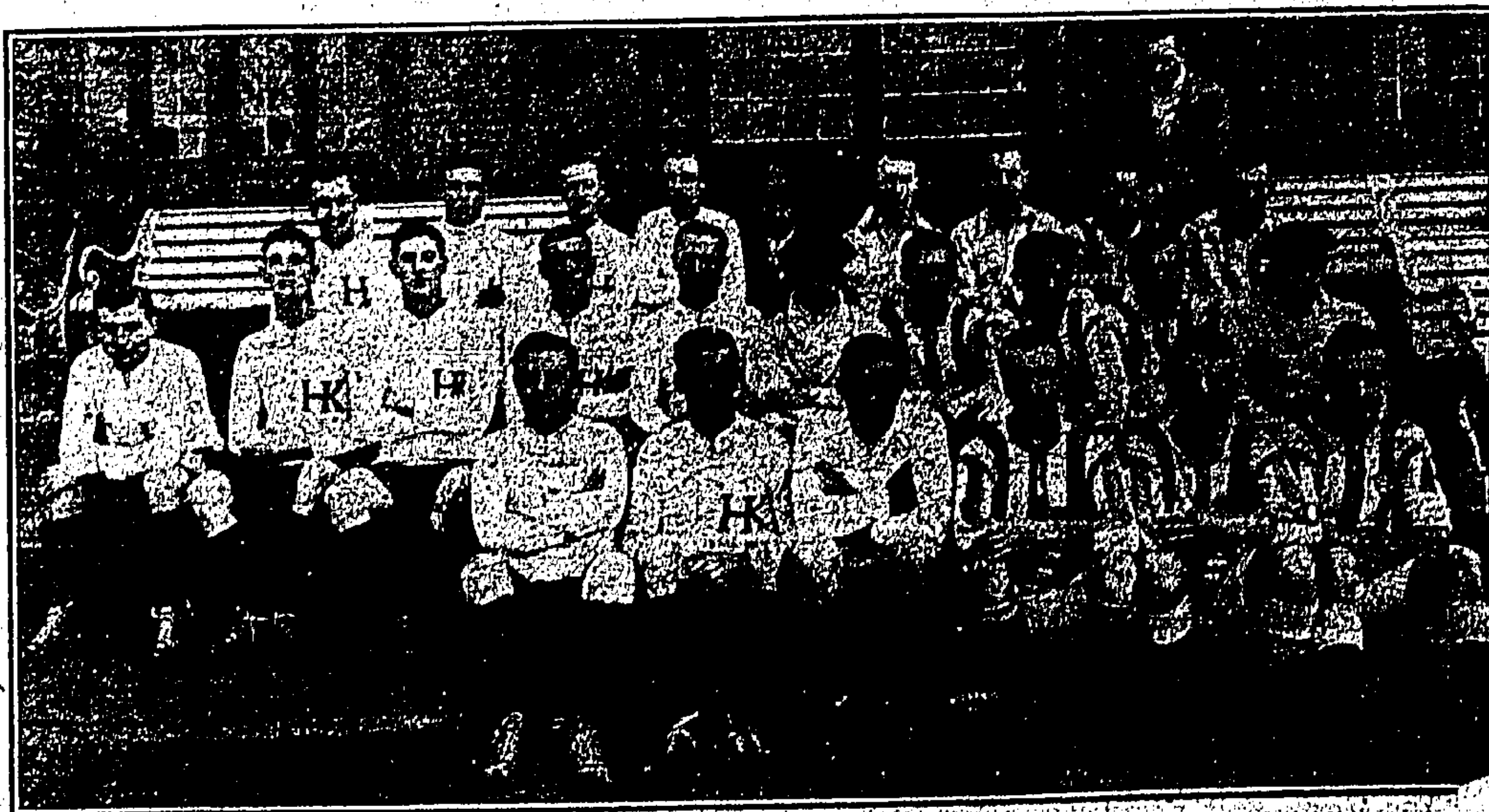
and leave 4 complete triangles of equal size

Give away 4 cigarettes and you will leave 4 completely satisfied smokers — if they're —

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This advertisement is issued by the British American Tobacco Co. (China) Ltd. ED-688

INTERESTING. PICTURE OF PAST.



This interesting photograph shows the first interport sides ever to represent Shanghai and Hong Kong. Shanghai won by two goals to one on the S.R.C. ground, after extra time had been played. This match was the first official interport of the series, a previous match between the Shanghai Football Club—not, strictly speaking, Shanghai—and Hongkong having been won by the Colony players on their home ground. Many veterans of the football field who are still connected with the game here and in Shanghai in various capacities are shown here as they looked when they, too, chased the leather. From left to right their names are: Top:—A. Hamilton, R. S. Swan, S. Brown (Reserve), Bdr. Colman, J. Ellis, G. A. Robinson, A. Piercy, V. Davies, J. A. Quayle, R. Grimshaw. Second row:—D. Campbell, C. Wilde, Gnr. Green, Gnr. Dollman, Spr. Lewis, W. H. Semmens, J. L. Wade, T. S. D. Wade, H. G. Reed, H. T. Flowers. Front:—W. V. Pennell, Cpl. Pearson, R. G. Barlow, G. F. Forshaw, W. C. Clifford, J. C. Porter.

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WORLD

ELITE STYLES

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DAINTY HATS
LOVELY HAND-BAGS
NOVEL FANCY GOODS
A. P. C. Building

A VERY COSTLY ORCHID.



This orchid, the result of 50 years of hybridizing, is being held by Mrs. Harold Lloyd of Hollywood, to whom it was presented by its cultivators after it won first prize at the Beverly Hills and Pasadena flower shows. It is called the *Cypripedium Marmonii*.

SILK STOCKINGS.

HOW TO CARE FOR THEM.

Now that all the world wears them, every hint as to their preservation is welcome. The wise woman tries always to buy at least two identical pairs at the same time, so that if a single stocking should come by an accident its "neighbour" will not need to be scrapped. One of the best ways of guarding against ladders is to soak new stockings in cold water for a few hours

and then dry before wearing for the first time. Another precaution—so obvious that it is seldom adopted—is to mark each pair in some simple way so as to distinguish right from left, and thereafter to wear them on alternate feet, thus changing the places of strain on each stocking. After washing silk stockings (or artificial silk ones) rinse in cold water into which has been put a tablespoonful of methylated spirits. Never wring, and when pegging to the line, peg the heel. Iron on the wrong side when nearly dry. Fine wool of the same shade is better than silk for mending holes in toe or heel.

THE LATEST IN SPORTS WEAR.



White, yellow and cedar brown, long-sleeved sweater, with a flat crepe skirt matching the lowest band.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, Jan. 5.
Pictured to-day is one of the new and popular lounge coats in blue velvet with a silk collar and silk cuffs. These coats, in addition to being most becoming, are just the thing to slip over a thin frock; the more substantial prototype of the georgette coats I have been recommending for your adoption since I saw the first of them.

Vanity Street.

During the festive season I have been looking at several sets of lingerie—which, by the way, are becoming more and more popular as gifts in these outspoken days!—and I find that I am more than ever drawn towards the plain linen in pastel shades, just hem-stitched and pin-tucked. Nothing looks daintier than this form of underwear and nothing washes better. Of course by this time everyone has seen the petit-cami-knickers which are virtually cami-knickers with an apron back and front to simulate a petticoat, the whole constituting an extremely useful and easily-donned garment. These are now made in every conceivable colour and, even though you might not care to adopt the style for general use—though I see no reason why not—you would find one set for evening wear, when it is essential to reduce one's lingerie to a minimum—very useful.

Is That So?

This week our sketch is of that versatile actor and writer, Russell Thorndike, whose play, "Doctor Syn," is at present filling the Strand Theatre. This play of adventure, with plenty of "dead man's throats" and rum, and plank-walking, is in the true Stevensonian style, and all discerning children are booking for their parents. Russell Thorndike once confided to me that it is the most difficult thing in the world to get credit for oneself when famous person. He, of course, is

the brother of Sybil Thorndike, and for this reason he is apt to be relegated to the shadows on account of the fierce white light of publicity which beats upon the actress. Nevertheless he is well-known to all patrons of the "Old Vic"—where he has played much Shakespeare—and has come into his own in West End management with "Doctor Syn," apart from which he is the author of "The Slype," a book with a Dickensian touch which was more than favourably criticised last year.

It is encouraging to see several of our sex included in the New Year's Honours List, the most notable woman being the Duchess of



Bedford. Her claim to be honoured has, I notice, upon reference to the papers, been set down under the rather ambiguous description of "public services" (a term I always privately thought they employed when the recipient of the honour was difficult to catalogue). However, there is no vagueness as to the Duchess's achievements, because for many years she has taken a deep interest in science and ambulance work, being a Lady of Grace of the Order of St. John of Jerusalem, also a member of the Montagu Society and of the Society of Radiographers. Last Spring she made a 5,500 miles' tour by air, flying to Paris, Madrid, Tangiers, Lyons,

one is the brother or husband of a and back to London. Those of us who have not hitherto connected the Duchess of Bedford with scientific and medical work have naturally heard of her as a woman aviator.

The Street of Adventure.

During the holidays I have been reading two entirely different books, both from Hutchinsons. The first was "Ware Venice," by Mr. Montgomery (I forgot his initials, and I haven't the book by me at the moment, but I'm sure it is "Mr.") and deals with early seventeenth century Venice. There is no doubt that the author has gone to endless pains to get the historical facts and atmosphere in which his story is set, and there is far more work behind this novel than goes to the making of the ordinary large-print affair for which we pay more than one-third of a pound sterling to-day. A masculine critic of the same book handed it back to me with the remark that his only complaint was that Mr. Montgomery had it in his mind to emulate Charles Reade or the more recent Dr. Feuchtwanger, when he introduced such a multitude of characters. But this is your book if you are interested in the period I have mentioned.

Next comes "The Mammontist" by Violet Tweedale. This book is the first I have read—it may, for aught I know, be the first written,—which deals with the General Strike of 1926 in such a way that it serves as a record of the behaviour of "cook's son and duke's son" during that peculiar period. The story in general circles round a Labour Member of Parliament and an International Financier of the kind who, we are given to understand—and I can well believe it—is responsible for all the wars, pest, present, and to come. In this very interesting story we have also an anarchist society and some spiritualism. Truly a crowded 8 hours!

SMART EFFECTS.

SPORTS' INFLUENCE ON THE MODE.

Sportswear grows more lovely and original as it basks in the warming rays of popularity. Couturiers, taxing their originality, are creating most unusual and enchanting sports effects.

Matching Skirt, Coat, Jumper.

Shown to-day is the smartest of summer's sports ensembles. This is the skirt and long coat that matches with a jumper of contrasting colour.

This coat suit is of white Rodier cloth, a kind of hand-woven basket-weave. The coat is delightfully simple, unlined, with patch pockets and tiny rolled back cuffs. The skirt originates a circular front godet effect, giving a charming flare.

The Angora jumper, of the soft variety that rolls into a tiny ball it is so sheer, is sun yellow, with a narrow white ribbon edging its sleeveless armholes, the bottom and neck.

Large Hat Betalored.

The big white basket-weave hat demonstrates that the large hat can grow tailored as summer progresses. Its bulbous crown is new, as is its black flange across the top of its brim. Black grosgrain ribbon wings a bow across the front and edges the brim. Yellow stockings matching the jumper are worn quite appropriately with this suit.

The long-sleeved sweater that stands alone with no coat to complement it deserves praise. It is a sheer pebble hand-weave, in silk and wool.

White, yellow and brown join hands to give it beauty and contrast. The white affects a deep drop yoke that includes the top of the sleeves in its scheme. The yellow forms the function of fusing the white and cadared brown without the shock of contrast. This is a perfect model for the tall girl or woman.

Cedared Brown Hat.

With this smart sweater a cedared brown flat crepe skirt takes triple-tucked box pleats, carrying

NEW LOUNGE COAT.



An attractive and useful wrap coat of tan velvet and green tweed.

Jade.

Jade seems to be coming into popular favour again, and is being used, not only for pendants and necklaces, but for watch-bracelets. The latest idea is to have a thick bracelet of finely graduated pieces of jade, with a tiny watch sunk into the largest piece.

out the triple idea of the sweater's colour. A cowhide belt, quite simple and effective, holds the sweater at the waist line.

The best hat for this type of semi-formal sweater outfit is a cocoa panama mushroom that has a shape as conservative as the style of the costume it accompanies. It needs only a smart pump bow banding and edging of grosgrain ribbon to set off its chic.

INTERESTING ITEMS.

FROM A FASHION NOTE BOOK.

At the moment blouses are as chic as they can possibly be. Although most of them are made on jumper lines, they are noticeable for a pouch on the hips. The untrimmed neckline, which is youthful in the extreme, is more popular than any other shape, and sleeves are straight and not too full. Trimmings are absent, except, perhaps, for a row of buttons. A plain silver lame blouse with a moderate V-shaped neckline trimmed with little silver buttons is typical of most designs. Both silver and gold lame are much in demand at the moment. Satin, particularly parchment-shaded, is seen a good deal, and there are the usual varieties of angora, crepe and velvet.

Black taffeta is enjoying a great between-season vogue. Most designs are picturesque in cut. Fitted bodices burst into bouffant skirts, and the right swing is achieved with ample godets and gores. One pretty model with an old-fashioned charm was touched here and there with cherry velvet, and tied at the neck with a big cherry velvet bow.

Painted sweaters are the latest craze in this overworked fashion. The artist has to be dexterous in applying his paints, for it seems to be the thing to produce a tessellated paying effect, which fits into the neckline. A beige design was painted in black, grey and brown.

Undoubtedly, the favoured materials this season are those which have shiny surfaces. Crepe de chine is popular, on account of its highly glazed finish, and there are numerous crepe silks, which glisten delightfully. Even American cloth, specially treated is used for sturdy coats and toques. Rubber-proofed artificial silk, piped with leatherette makes fashionable mackintoshes, and suits of fine wool are seen interwoven with threads of silk, and, sometimes, bright metal threads.

The scalloped nightgown has apparently caught its uneven hem-line from the latest evening frocks. In any case, it is very new and attractive. The chemise or cami-knick design is very slimming and becoming,

FOR THE DEMURE MAIDEN.



A dainty dress, for informal dinner wear, is developed in plain and floral printed rayon. A delicate, old-world air is lent by the fichu which is draped over the shoulders and held in position in front with a cameo brooch.

Chic.

The latest from Paris is the shadow veil, which includes a piece of black satin enough to cover the left eye.

In the case of the wives of sheikhy-men, the position of the piece of satin may be varied according to the optic on which the hubby has been landing with his fist!

with its pointed waist-line carrying out the idea of the vandyked insertions of lace.

Most amusing of all is the little "dance-set," as they call them in New York. Most American girls wear just this little silk brassiere, and knickers to match, underneath their dance frocks.

THIS WEEK'S RECIPE.

A SIMPLE SWEET.

Stewed apple can be made most tempting, and nourishing to boot, if it is passed through a sieve and heaped in a glass dish or, better, in individual glasses. Whip some cream, and to it add some finely grated chocolate—a quarter of a pound to half a pint of cream—and cover the apple with it.

Another idea is to put the whipped cream on first, and then cover lightly with fine flakes of chocolate. Use plain sweetened chocolate, not the milk variety.

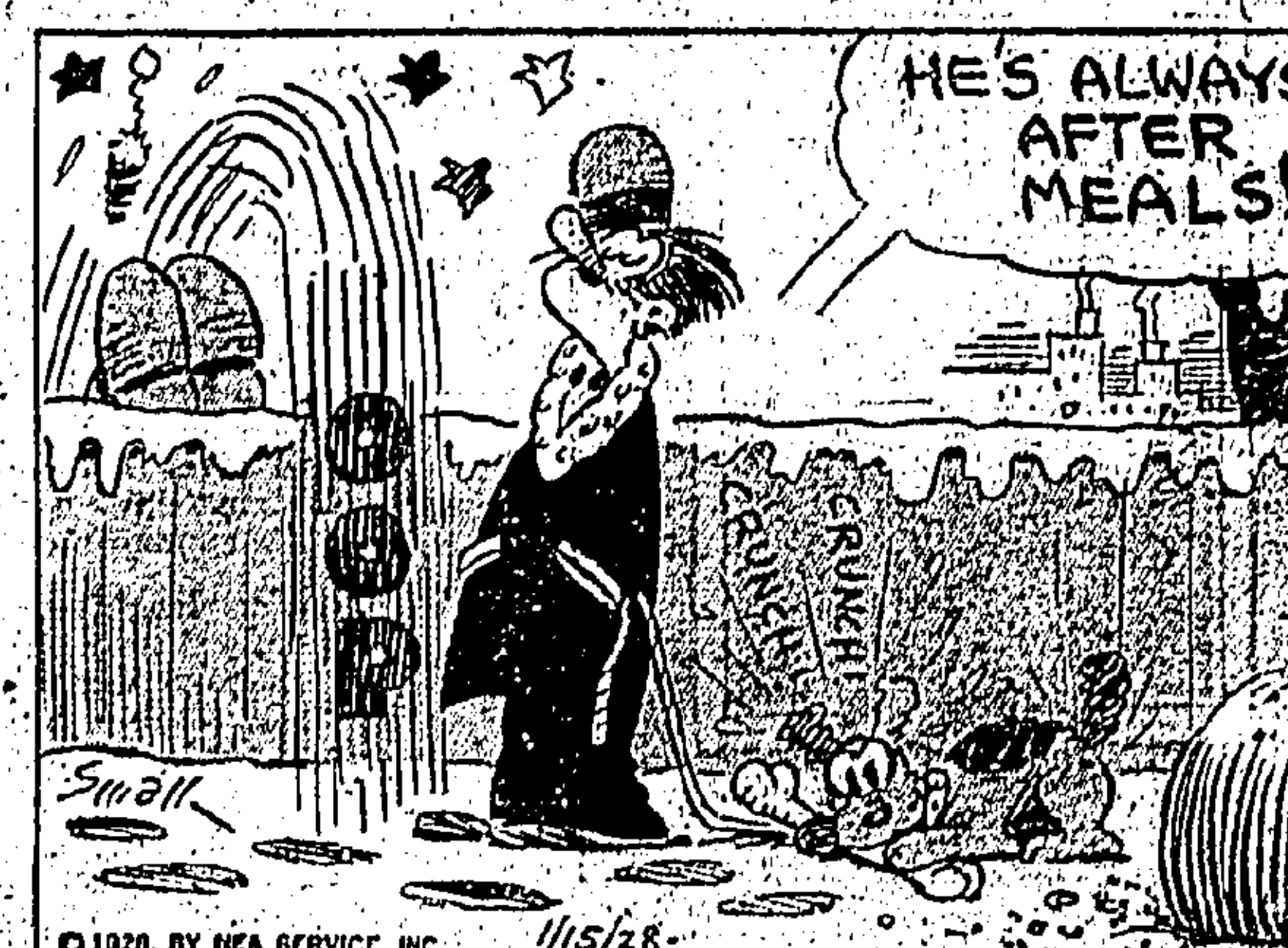
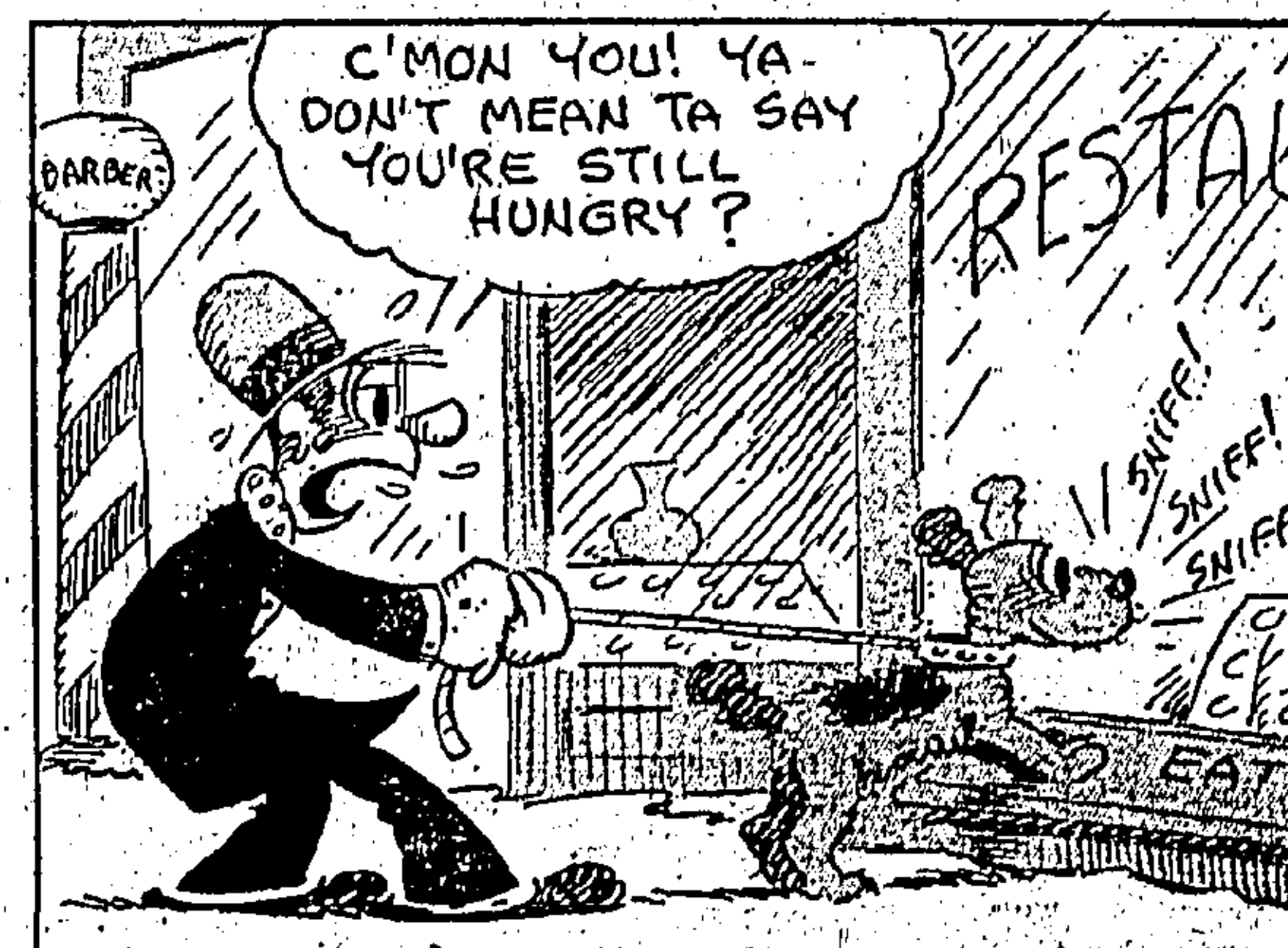
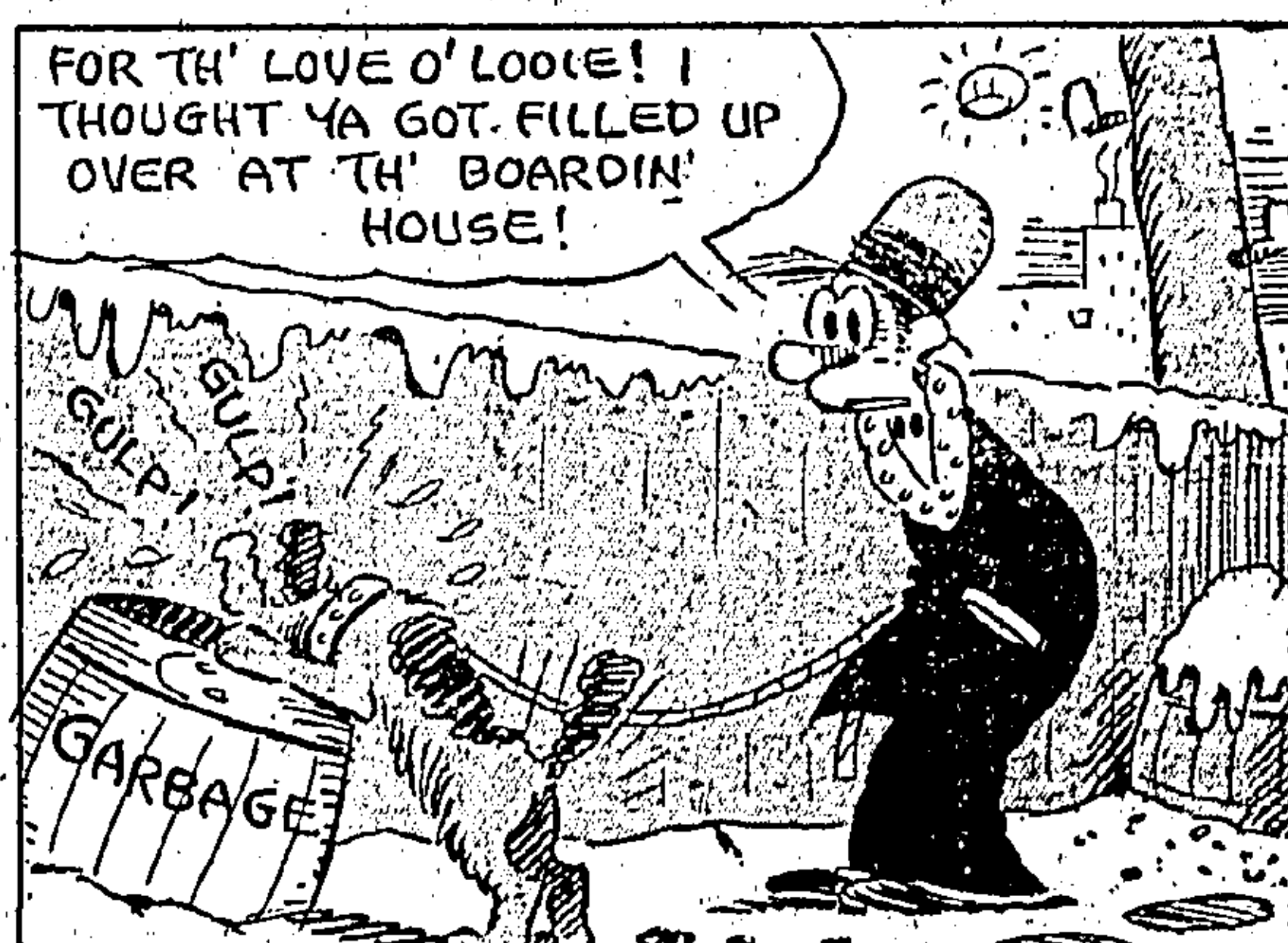
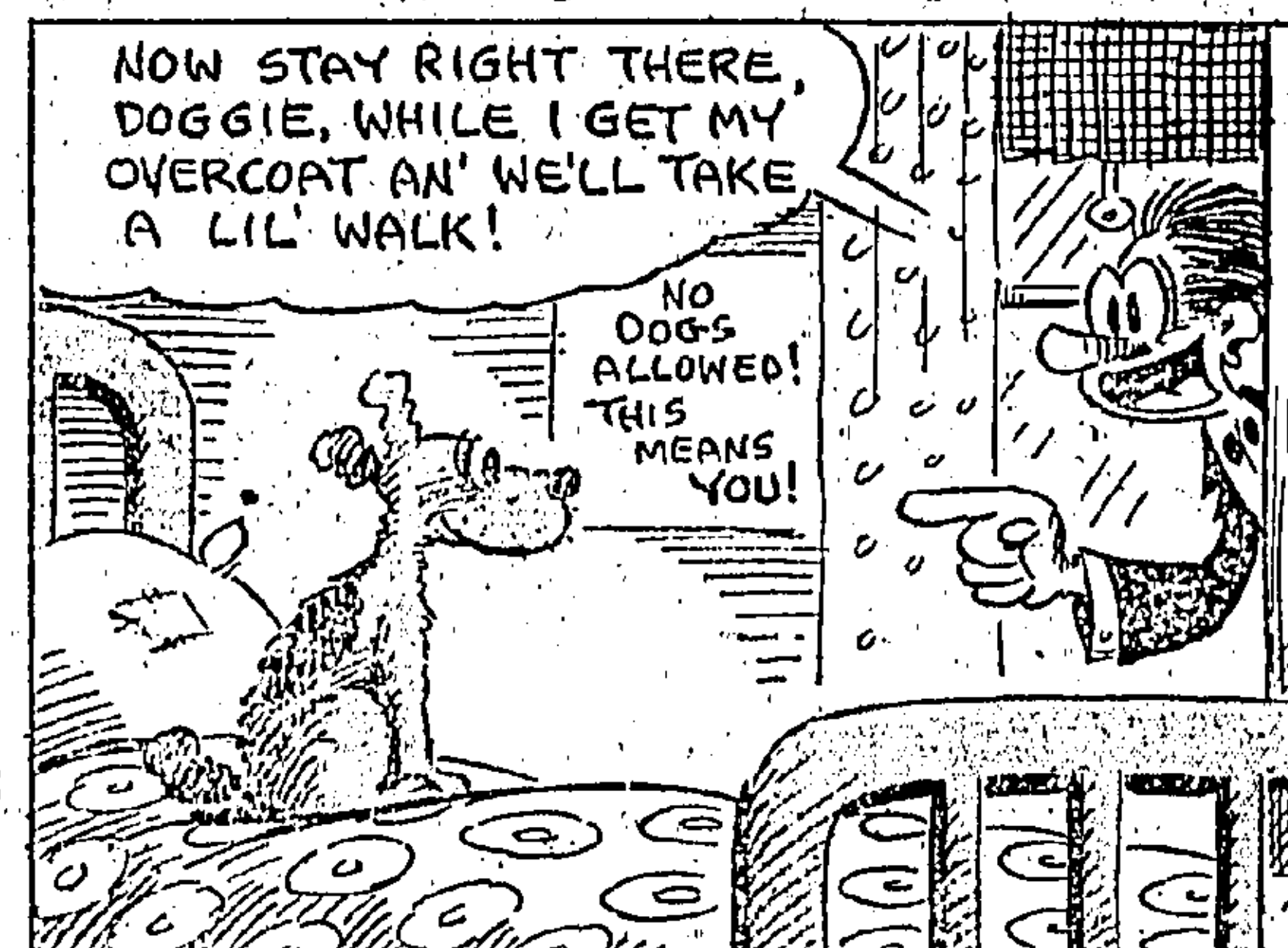
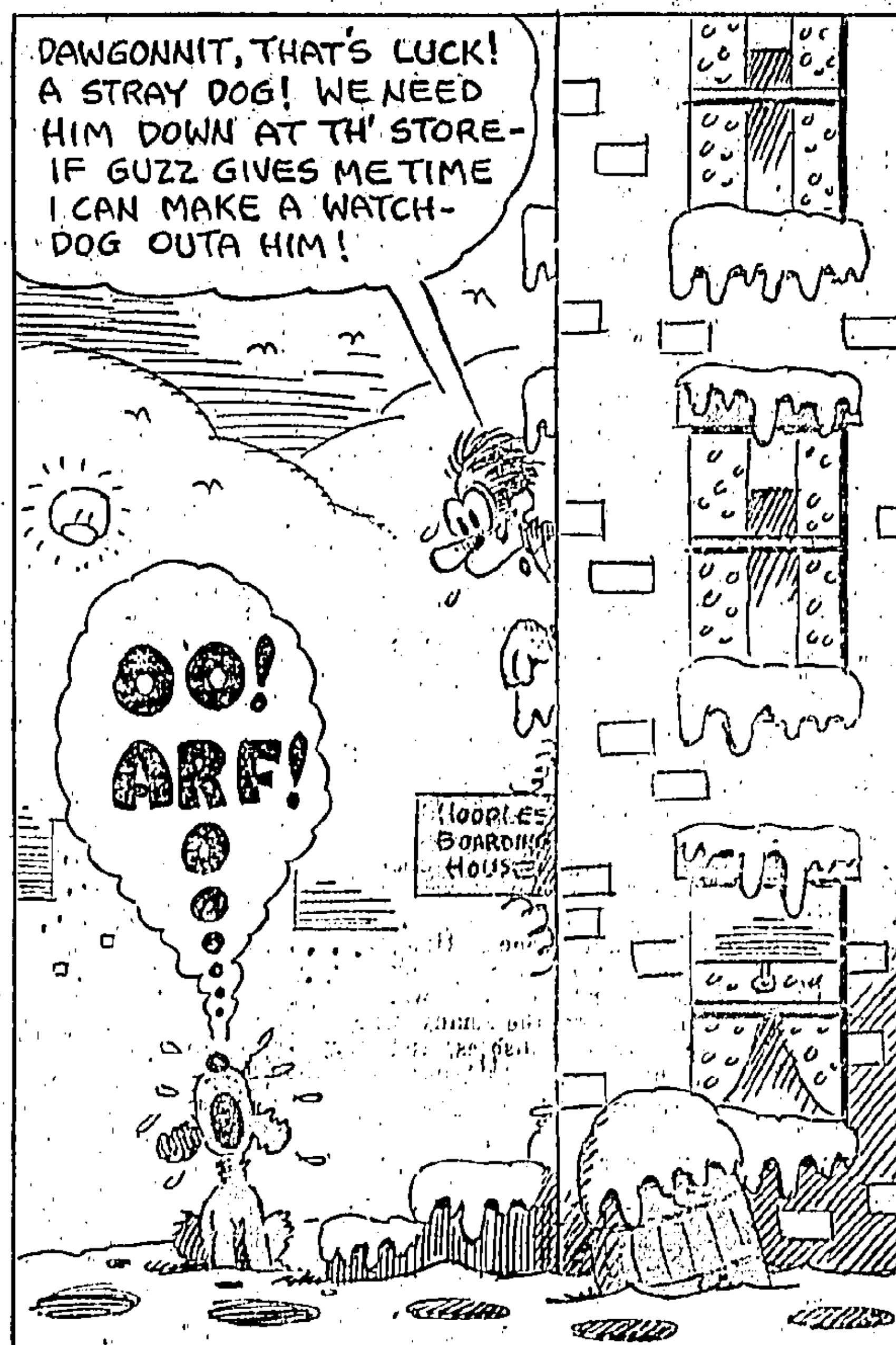
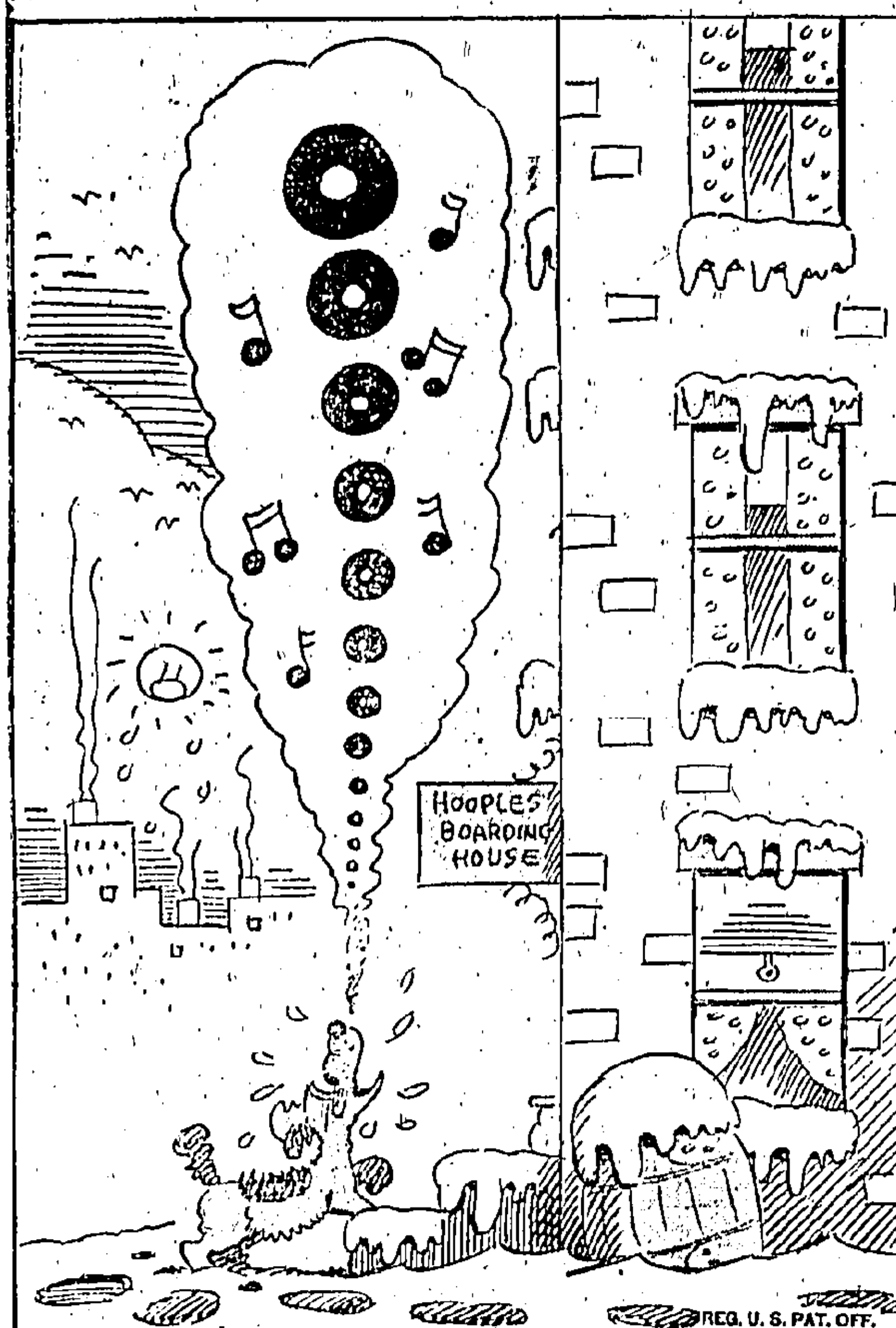
SOMETHING WITH A SPORTS EFFECT.



Matching skirt and long coat, with contrasting jumper—The smartest of summer sports ensembles.

**J. DISRAELI
(DIZZY) DUGAN****SALESMAN SAM**

By Small



WHITEWAYS FOR STANDARD VALUES

OUR NEW SERIAL

THE VANISHING VENGEANCE

By DOUGLAS NEWTON.

Author of "Double Crossed," "Low Collings," "Green Ladies," etc.

CHAPTER XVI.

They were standing in the hall, Otto Rigg, turning this way and that, scowling in angry frustration. The policeman said, "Well, we'd better clear out."

Otto snapped in a high, harsh voice: "What about the lady of this house? Perhaps she'd descend to have a word with us?"

The grim servant gave him a glance of bitter contempt, and, without a word, flung open the drawing-room door.

Otto Rigg strode in, with the rest following.

At the end of the room a tall, dignified woman rose. She faced them calmly, serenely, even nobly.

Otto Rigg went up to her: "Madam—"

he began, and then he stopped, stared, and fell back a pace.

"Mrs. Stannard!" he gasped. "Mrs. Stannard!"

There was a moment of intense and painful silence. The woman stood there, calm, superb, dominating them all with the nobility of her manner. Otto Rigg's eyes fell before her.

He looked at once mean and shy—vile.

It was with an effort that he found his voice, and even then he could only mutter, "Mrs. Stannard."

"Yes, Otto Rigg," she said, evenly. "And what do you want with me?"

It was the policeman who answered. Catching the name he came forward. "Stannard," he said—

"Stannard was the name that poor gentleman said before he died."

The woman looked at him without emotion. She said nothing.

Nobody said anything.

"Martin Stannard," the policeman went on. "Martin Stannard is the name deceased uttered. Who is Martin Stannard, madam?"

"Martin Stannard is my son," she said, evenly.

"Hia, your son!" he cried.

"Where is your son?"

The woman looked at him levelly. "Why do you ask that?" she demanded, quietly.

"Because, madam," the policeman blurted out, though Otto Rigg made a gesture of warning—"because, madam, a man has been found shot dead on the Common, and the last words he uttered were Martin Stannard of the crime."

She looked at him steadily for a moment, then her calm eyes travelled scornfully from him to Otto Rigg and Storch, and lingered on them for a moment, and as he bore her look Storch's breath came out with a little nervous gasp.

She looked back to the policeman. "If that is so," she said, quietly, "then the less I say the better."

"Ma'am," he cried, "be careful. It's the law you're flouting."

"I'll answer to the law," she said, firmly. "Meanwhile, I am not Martin Stannard. You have made your search for Martin Stannard and have not found him—there seems to be no reason for your presence in my house."

The policeman shifted uneasily under her glance, frowned, shrugged his shoulders, turned away.

"No good staying," he said, resignedly and began to walk out of the room. Otto Rigg sprang forward in a gust of passion.

"Woman," he snarled, "where is Martin Stannard? He is here—show us his hiding-place, do you hear?"

Mrs. Stannard turned her back on him with a gesture in which complete contempt and disgust were mingled. Without a word she walked away from him and out of the room.

And it seemed as though Otto Rigg dare not put out even his hand to stop her.

Otto Rigg lay back in his car in the coldest, blackest temper as Joy rode him home. He said nothing, not even to Storch, but lay back brooding.

They dropped the police-sergeant at the station, and he listened with scarce concealed contempt as the fussy little man detailed his plans for catching the murderer.

"There'll be men scouring the country from this minute on, Mr. Rigg," he said. "I'm also getting through on the phone to Southampton—they'll send one of their smartest detectives along by the next train, I lay. I'll send him along to you, Mr. Rigg."

"Oh, yes," growled Otto Rigg. "What are you going to do about that woman?"

"You mean Mrs. Storch, sir?" said the policeman, vaguely.

"Call her what you like," snarled Otto. "What are you going to do about her?"

"I don't quite see as I can do anything at the moment, sir. We ain't got anything against her," snarled Otto. "Nothing against her! Man, where are your wits. Her

name is Stannard, the name the dying man spoke."

"Not quite the name," said the policeman, stiffly. "The name he spoke was Martin Stannard."

"Her son," snapped Otto. "Can't you see it, man?—she lives there, practically on the scene of the murder. It was towards her house that the murderer headed, he couldn't have gone elsewhere. Storch actually saw him going that way. Can't you see, she's protecting him?"

"I don't see what more I can do until I've consulted my chief," said the policeman, stubbornly.

"And while you are consulting your chief," snarled Otto, "he'll get away. He'll bolt from that house, and you'll never get him."

"I'll put two men on point duty at the back and front of the Dark House. They'll stop him. No, I can't do no more, sir. And you'll pardon me, sir, but I haven't any time to lose if I'm to get through to Southampton."

They drove on. Otto's rage mounted rather than abating. He lay back still silent, still ruminating savagely. Storch sat by his side, ready to answer anything—but afraid.

At the house Otto lurched out of the car, Storch following like a dog. At the top of the steps Otto called to Joyce: "I shall want you. Wait in your office. I shall ring."

His tone was menacing, cruel. As Joyce put the car away fear of Otto Rigg grew in her heart. His tone, she felt, implied danger, terrible danger to her. So strongly did she feel this that she hesitated for a moment before entering the house. She was afraid to enter it. Some lurking and lowering danger was waiting in there for her. She could feel it with a sense of horror, and her instinct bade her run away.

But where could she go? There was nowhere to go, no one who would take her in. She knew of no shelter. Alone in the world, Otto Rigg's had been her only home for years. She could only think of one person who could give her shelter—Mrs. Storch, or, rather, Mrs. Stannard, who had offered it only that afternoon. And Mrs. Stannard was herself threatened, was perhaps herself in need of shelter. She could not go there, she could not dream of adding to Mrs. Stannard's anxieties.

Where else then?

There was nowhere else. She must stay on here, and in any case, wasn't it her duty to stay here? She was afraid, yes, but wasn't there something bigger than fear? Her head lifted, she moved towards the house, she would meet anything she had to meet with undimmed courage.

The half-hour she waited in her room for Otto Rigg's ring was almost unendurable. She sat there wondering, imagining horrors, fearing the worst. When the ring did come she almost welcomed it, as at last giving her a chance of facing her fears actively.

Storch was standing by the desk, watching her. His face was red, lowering, brutish, angry. His eyes glared hate at her. He had the air of a man who had been fished and threatened to the point where fear bursts into mad red rage.

Otto Rigg stood on the rug before the grate. His eyes regarded her coldly, cruelly, fixedly, as she came in. He was in the most ferocious of moods, too. But he had controlled it so that it would not be his servant.

"So," his slow, cold voice came, "you stayed to brazen it out, eh—Miss Informer?"

"What?" burst from Storch.

"You see her," said Otto, softly. "The smooth little lady who is the cause of all this."

"What?" snarled Storch again, and his voice was thick, as his face seemed congested with a sudden uprush of blood. His eyes glared at Joyce, and they were congested, too, like an angry wolf's.

THE USKUB SHOOTING.

RESPONSIBILITY OF MACEDONIAN COMMITTEE.

Belgrade, Jan. 14. Further details have been received from Skopje (Uskub) regarding the shooting of M. Pritich, Councillor at the Prefecture, there yesterday by a young woman named Mara Bouleif. When she was on the point of being arrested the young woman turned the revolver upon herself and fired in the region of the heart.

Questioned in the hospital she declared that she had received an order from the Macedonian Revolutionary Committee to go to Southern Serbia on a mission and to attempt to assassinate certain personages whose names were subsequently given to her. The inquiry has established that she is the wife of an officer in the Bulgarian Army.

According to the latest reports, Mara Bouleif has since succumbed to her injuries.

It was discovered during the hearing of a case before Mr. Justice Shearman in the King's Bench Division that the brother of the defendant was one of the jury. The brother on the jury, at the suggestion of the Judge, left the jury box, and the case was heard by eleven jurors. Mr. Justice Shearman told him that he need not remain in court as he would have to come the next day. "It is hoped that we shall find some work for you then on another jury," he added.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.

H	O	M	E
H	O	L	E
P	O	L	E
P	O	R	E
W	O	R	E
W	O	R	K

"Look at her," said Otto, each word falling like a lash on Storch's face. "You asked, Storch, who told the man Dudley about Stannard's being on the Common. Well, now you see who did it. She told him, and pretended not to have told. She told him—and sent him there to be shot."

Storch gave vent to a noise like an animal yelping in rage, murder flared into his face. He cried out again, and with his big hands outstretched and clawing he advanced on Joyce.

She expected death, and was helpless. She put up a feeble hand to ward him off.

Hugo Shanly, his pallid face writhing and twitching in panic, burst into the room wildly, rushed straight at Otto, and stood before him, mowing and clawing the air with his fingers like a madman.

Twice, thrice he tried to speak. Otto shouted at him. Otto caught him by the shoulder and shook him. Then Hugo's voice came in one great shout.

"Fadden!" he cried. "Fadden!" Otto and Storch crowded upon him, shouting at him, shaking him. "What about Fadden? Anything wrong with Fadden? Speak up, man, what's this about Fadden?"

"Dead!" shouted Hugo.

He reeled across the room and collapsed into a chair, suddenly quiet and limp.

"Fadden's dead!" he said, in a startlingly quiet voice. "Fadden's dead. Stannard got him. Stannard got him as he got Gamlin and Maker. Gamlin dead, Maker bolted, Fadden dead."

Every one of them sent their money to the Public Trustee. Fadden the same as the others—exactly the same!"

(To be continued.)

To produce a good thing and not advertise it, is like winking at a pretty girl in the dark—you know what you are doing but nobody else does.

DECLINE OF CLUB LIFE.

YOUTHS BORED BY SUBDUED ATMOSPHERE.

A London man writes to the Morning Post as follows:—Dear Sir,—The article by "An Old Clubman" which you published last Sunday must be of great interest to clubmen and club secretaries alike; they will both agree in part, and perhaps agree mutually—which is unusual—that all is not right in clubland.

I believe that the desire for club life is still as strong as ever, since a club is a haven of refuge not provided for by any other form of gregarious life. Of course, the young member gets bored by the subdued atmosphere, the solemnity of the staff, and the implication that it would be considered good manners if the evening paper were read and returned to its home; but he would get bored in any circumstances, as even the elderly members do, when they are unable to explain at long length to the longer suffering the unimportance of the individual as compared with the State, or some such theme.

Your "Old Clubman," however, whilst admitting the changed conditions and extra costs since the war, omits so many things of importance in connexion with clubs at the present time, and treats the subject much in the manner of the member who "knows how to do it," but discounts the essentials. Why compare club prices for food with restaurant prices? Take the restaurant. Generally speaking, the staff are paid under the table, or, pooling system, whereby all tips are divided. If the tips do not reach a certain minimum, the balance is made up by the management. Usually the staff provides their own uniforms—they speak for themselves. Another system is to pay nothing to the chief waiters, who are expected to depend entirely on tips—with commission, after a certain amount of cash has been taken.

Clubs expect to pay a reasonable wage, and often provide sleeping accommodation, uniform, and food. Unfortunately, many clubs of quite good standing pay men servants very badly, and it is only due to the fact that, except for lunch, meals in clubs are negligible, they are able to obtain men at all; efficient waiters can earn far more money elsewhere. There are, or should be, no tips in clubs.

In restaurants one tip all the time; the cloak-room attendant, the chief waiter, the wine waiter, the many others who bring special dishes, and, perhaps, if the party is a success, the maitre d'hotel. Is it, therefore possible to compare the most expensive club dinner, which is about 6s. 6d., with no tips, with a similar dinner in a restaurant, where 6s. 6d. is merely a delicate hint of what is to come?

There is another and most important factor; that is, the wild fluctuation of the number of members who take food in clubs. Breakfast may be ten, lunch may be perhaps two hundred and fifty, and dinner say twenty. Bank holidays and the place, as does the 12th, but staff must be maintained and service as swift as ever in all circumstances. What is lost in sight of is that the club depends on turnover as much as does the restaurant, and it is not fair to accuse the secretary of "unbusiness management" when he is unable to fill the empty tables with members of the general public, who would be only too glad to flock into a club amidst pleasant surroundings with a cheap meal of the best quality and no tips. It is rather amusing to watch the club member who fumes at forty-five minutes for a four-course dinner in his club, while an hour and a half in a clockless—have you noticed that?—popular restaurant does not disturb him in the least.

These, I venture to suggest, are some of the reasons why food in clubs is "absurdly and unnecessarily high," as "Old Clubman" remarks, much as so many old clubmen exist and will remain while clubs have. "Old Clubman" perhaps forgets that one of the reasons for cheap food was, and still is, that the entrance fee and subscription help to pay for losses in the coffee-room, and that members of committees never troubled to find out whether any individual department ran at a loss.

"Old Clubman" glibly suggests putting clubs on a "business basis." In many cases that is impossible without scrapping an inefficient building, and the single incident he mentions of the club which changed its secretary and made a profit is entirely unconvincing. Clubs cannot amalgamate easily without carrying one another's losses and without losing tradition, which is as important to the clubman as to the soldier. And why should clubs be purely commercial?

To many members who regard their club as their home this would be abhorrent, and they are still willing to subscribe a certain sum annually to avoid the commercialisation which "Old Clubman" seems to desire.

Please leave us some quiet corner where there are no advertisements on the ash-trays. Yours very truly, A CLUBMAN.

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CHANGIE	6th April	13th April
TAIPING	11th May	18th May
CHANGIE	8th June	15th June

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M.V. "DELHI"		Loading about
M.V. "CEYLON"		22nd February
M.V. "SUMATRA"		15th March
M.V. "SUMATRA"		15th April

SHANGHAI, JAPAN PORTS and VLADIVOSTOK.

M.V. "SUMATRA" 10th March

For further particulars apply to the

GILMAN CO., LTD. Agents. G. E. HUYGEN. Canton.

VILLAGE FEUD.

A STORY OF RIVAL COMMANDANTS.

The story of a village feud, in which the clan of the *Yus*, numbering some 900 in the Tung-koon village of Sheung On, was divided against itself in the matter of land levies raised for the maintenance of the local "People's Volunteers," emerged from the defence in the case in which the extradition of two men are being sought by the Canton authorities.

Un Kin and Un Fat are the men against whom charges of attempted murder of the Volunteer Commandant Un Hin-sau, were being investigated before Mr. J. E. Lindell at the Central Magistracy yesterday afternoon.

Yeung Pak-ming, Extradition Officer in Hongkong for the Canton Government, formally proved the seal of the Canton Government on the requisition, when His Worship further required that the receipt of the requisition and the covering letter from the Consul-General at Canton be likewise proved.

While the necessary witnesses were being looked for, the proceedings resumed, with the recalling for cross-examination, of Un Kee. In reply to Mr. C. A. S. Russ (who appeared for the defence), this witness told how the Village of Sheung On in the district of Tung-koon was divided against itself into two tongs, although the entire population of 900 souls were clansmen, having the same surname of Un and were more or less related to each other.

The period with which the story is concerned, dated from the taking over, in June 1927, of the command of the local Village Volunteers by Un Hin-sau.

This witness, Un Kee, said that because Un Chee, the brother of the first fugitive Un Kin, fought the soldiery, he was killed by the latter.

The Commandant of the Village Volunteers was paid \$800 annually for his services by the elders of the Village, but when he was shot and wounded, it is alleged by the two fugitives, he received no compensation whatever.

Houses Destroyed. Four or five houses were burned down during the fight between the soldiery and bad characters of the village, a double-hut belonging to the second fugitive Un Fat being similarly razed. Witness had a bullock which the two fugitives carried away.

The Defence.

The first prisoner, Un Kin, stated in the witness box that he was a farmer in the country before arriving in Hongkong in April of last year. Replying to Mr. Russ, he stated that the village was divided into two tongs and he belonged to the minority of 200 villagers which had to knuckle under to the faction of which the Commandant of the Volunteers was its leader. Some 300 other villagers remained neutral because they were not compelled to pay the levy of \$5 imposed on each acre of rice-land.

Witness spoke of rivalry for the post of Volunteer Commandant, in which Un Hin-sau superseded Un Fat, the other fugitive.

When Un Hin-sau had wrested the post from Un Fat, who until

BRIBERY CHARGE.

PRISONER ACQUITTED AT SESSIONS.

At the Criminal Sessions yesterday afternoon, before Mr. Justice Wood, Lai Fuk-sang was charged with the larceny of \$75 in notes from the basket of a fowl living on the premises of the Fuk Yuen Tung firm, 15 Wing Lok Street, and on two counts of bribery. The second count was of offering a bribe of \$10 to a police constable, and the third of giving such a bribe.

The prisoner denied the charges. Mr. H.K. Holmes conducted the case for the Crown.

After pointing out that the two charges in connection with the alleged bribery were alternative, Mr. Holmes proceeded to outline the circumstances.

The Defence. The prisoner, in his defence, said that in a business a small sum like 75 cents was entered in the cash book. Why, he asked, did not the accountant enter the sum of \$75 in that book when he gave it to the fowl? Giving evidence at the Magistracy the accountant had said that he (prisoner) borrowed \$10 and did not return. That day, however, he had said that he (prisoner) returned for \$10. He declared that he repaid the \$10 in the shop and the policeman holding the money said, "Now I have the \$10 to say it is bribery, and now we can arrest him."

In his summing up his Lordship, after reviewing the evidence, said there was a considerable doubt left by the evidence on both charges.

Without retiring, the jury returned a verdict of "Not Guilty" on both counts and the prisoner was discharged.

Another Charge.

Without leaving the dock the prisoner was further charged that he was found in the Colony on January 12 this year contrary to an order for deportation for life, dated October 13, 1927.

This charge the prisoner admitted, stating that his mother, aged 73, was ill, and he had no money to go back. He was deported on December 3 last year.

Mr. Holmes stated, in reply to his Lordship, that the prisoner was sentenced to two months' hard labour for larceny of money on October 5, last year, after which sentence he was deported for life.

The prisoner explained that that incident was not really larceny. He continued that he received a remittance for a friend from Swatow and spent the money.

His Lordship intimated that he would pass sentence on Monday morning. In answer to the prisoner, his Lordship said that his \$10, in connection with the previous case, would be handed back to him.

then was the actual Commandant, Un Hin-sau proceeded to impose the levy and killed witness' brother Un Chee when the latter refused to be victimised in that manner. The case was adjourned.

CONSIGNEES' NOTICES.

OCEAN STEAM SHIP COMPANY, LIMITED.
And
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer, "AENEAS"
From U. T. KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 16th February.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd February will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 7th March or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, February 16, 1928.

OCEAN STEAM SHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer, "ATREUS"

From NEW YORK via SINGAPORE.

are hereby notified that the cargo having arrived per s.s. "Aeneas" from Singapore will be discharged into Holt's Wharf Kowloon where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 16th February.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after 22nd February, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 7th March or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, February 16th, 1928.

The Court was considering appeals in regard to assessments for the years 1916, 1917, and 1918. To be considering the question of liability ten years after the last assessment seemed, said the Lord Justice, to show what was an unnecessary delay. "There is something wrong in a system under which it takes three years for the Commissioners to arrive at a finding of fact which is stated in a line and a half."

THE BLUE FUNNEL LINE
REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE
"HECTOR" 22nd Feb. Mar'les, London, R'dam & Glasgow
"GLAUCUS" 5th Mar. Mar'les, London, R'dam & Hamburg
"PHILOCTETES" 20th Mar. Mar'les, London, R'dam & Hamburg
"AENEAS" 3rd Apr. Mar'les, London, R'dam & Glasgow
* Via Copenhagen

LIVERPOOL SERVICE
"MENTOR" 20th Feb. Genoa, Havre, Liverpool & Glasgow
"ACHILLES" 5th Mar. Havre, Liverpool & Glasgow
"POLYPHEMUS" 1st Apr. Genoa, Havre, Liverpool & Glasgow
"BELLEROPHON" 20th Apr. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE
via Kobe & Yokohama
"TEUCER" 10th Mar. Victoria, Vancouver & Seattle
"TYNDAREUS" 31st Mar. Victoria, Vancouver & Seattle

NEW YORK SERVICE
"LYCAON" 9th Mar. New York, Boston & Baltimore
"BHEBUS" 6th April New York, Boston & Baltimore

PASSENGER SERVICE
"HECTOR" 22nd Feb. Singapore, Marseilles & London
"AENEAS" 3rd April Singapore, Marseilles & London
"BHEBUS" 16th April Singapore, Marseilles & London
"PATROCLUS" 16th May Singapore, Marseilles & London
Also cargo steamers with limited passenger accommodation at specially reduced fares.
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The great wide glass enclosed promenade decks of the President Liners—with their dozens of comfortable, inviting steamer chairs. You will enjoy spending much of your time here lounging, reading and conversing with friends.

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The Sunshine Belt via Honolulu

Fortnightly sailings on Tuesdays

Pres. Taft 1st Tues., Feb. 20th

Pres. Jefferson 1st Tues., Mar. 13th

Pres. Lincoln 1st Tues., Mar. 27th

Pres. Madison 1st Tues., Apr. 10th

Pres. Jackson Wed., Feb. 22, 8 a.m.

Pres. McKinley Wed., Mar. 7th

Pres. Cleveland Wed., Apr. 4th

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Pres. Hayes 1st Sun., Feb. 25, 8 a.m.

Pres. Polk 1st Sun., Mar. 11, 8 a.m.

Pres. Adams 1st Sun., Mar. 25, 8 a.m.

Pres. Garfield Sun., Apr. 8, 8 a.m.

Pres. Harrison Sun., Apr. 22, 8 a.m.

Pres. Monroe Sun., May 6, 8 a.m.

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UNITED KINGDOM & CONTINENT

"CITY OF BENARES" ... London, Rotterdam & Hamburg ... 20th February.

"CITY OF MADRAS" ... Havre, London, R'dam & Hamburg ... 25th March.

"CITY OF GLASGOW" ... Havre, London, R'dam & Hamburg ... 24th April.

"CITY OF EASTBOURNE" ... Havre, London, R'dam & Hamburg ... 25th May.

AUSTRALIA ... SINGAPORE/AUSTRALIA ... AUSTRAL-INDIES LINE

"KAZEMBE" ... Leaves Singapore ... 7th May.

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BOSTON, NEW YORK & BALTIMORE... AMERICAN & MANCHURIAN LINE

"CITY OF KIMBERLEY" ... via Suez Canal ... 20th February.

"CITY OF ADELAIDE" ... via Suez Canal ... 28th March.

"CITY OF DUNKIRK" ... via Suez Canal ... 20th April.

"CITY OF CARLSLE" ... via Suez Canal ... 18th May.

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"TINHOW" ... 20th April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Cape Town.

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\$120, \$112, \$110, \$102, \$83 via SAN FRANCISCO
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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
Siberia Maru (Calls Los Angeles) ... Tuesday, 20th Mar.
Taiyo Maru ... Tuesday, 20th Mar.
LONDON via Singapore, Suez, Marseilles & Ports.
Katori Maru ... Saturday, 25th Feb.
Atsuta Maru ... Saturday, 10th Mar.
SYDNEY & MELBOURNE via Manila & Ports.
Mishima Maru ... Wednesday, 22nd Feb.
Tango Maru ... Wednesday, 21st Mar.
BOMBAY via Singapore, Penang & Colombo.
Mojji Maru ... Tuesday, 28th Feb.
Sado Maru ... Saturday, 10th Mar.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu,
Los Angeles Mexico & Panama.
Anyo Maru ... Thursday, 15th Mar.
SOUTH AMERICA (EAST COAST) via Singapore,
Capetown & Ports.
Kawachi Maru ... Wednesday, 29th Feb.
NEW YORK and/or BOSTON via PANAMA.
Calcutta Maru ... Thursday, 23rd Feb.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
Lyons Maru ... Saturday, 10th Mar.
CAIRO via Singapore, Penang & Rangoon.
Morioka Maru ... Wednesday, 22nd Feb.
NAGASAKI, KOBE & YOKOHAMA.
Aki Maru ... Friday, 16th Mar.
SHANGHAI, KOBE & YOKOHAMA.
Kanagawa Maru (Kobe Direct) ... Sunday, 19th Feb.
Hakone Maru ... Monday, 20th Feb.
Nagano Maru (Mojji Direct) ... Wednesday, 22nd Feb.
Cargo only.
For further information apply to:— **NIPPON YUSEN KAISHA.**
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REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjiluwong	Java, Moser	In Port	18th Feb	Amoy, N. China
Tjikarang	Batavia	In Port	18th Feb	Amoy, Shanghai & Keelung
Tjikembang	S'hai, K'lung	20th Feb	22nd Feb	Batavia
Tjipanas	Java, M'la	25th Feb	28th Feb	Swatow & Saigon
Tjisalak	Java, Moser	27th Feb	29th Feb	Amoy, N. China
Tjilicet	N. China	27th Feb	29th Feb	Batavia
Tjisroca	Batavia	1st Mar	4th Mar	Amoy, Shanghai & Keelung

† Via Macassar.
‡ Via Batavia.
The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.
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SUNDAY, 19th FEBRUARY.

HONGKONG TO MACAO	MACAO TO HONGKONG
9.00 a.m. "SUI AN"	3.30 p.m. "SUI AN"

RETURN SALOON PASSAGE FARE \$5.00

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SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAO via SWATOW & SHANGHAI	Yatsing Fooshing Kwongsang Chaksang	Sun. 19th Feb at 7 a.m. Wed. 22nd Feb at 7 a.m. Sun. 26th Feb at 7 a.m. Wed. 29th Feb at 7 a.m.
TO KONE via AMOY, MOI & YOKOHAMA	Hosang	Fri. 24th Feb at 7 a.m.
TO CANTON	Kwongsang	Tues. 21st Feb at 7 a.m.
TO STRAITS & CALCUTTA	Kumsang	Mon. 20th Feb at 3 p.m.
TO SANDAKAN	Hingsang	Tues. 28th Feb at 3 p.m.
TO HONGKAY	Suisang	Sun. 19th Feb at 10 a.m.

For freight or passage apply to—

JARDINE, MATHESON & CO., LTD.

Telephone 215, Central General Managers

NAVAL AND MILITARY Y.M.C.A.

ACCOUNTS OF THE HONGKONG AND KOWLOON BRANCHES.

The following statement of accounts of the Y.M.C.A. Naval and Military Fund for the ten months ended December 31, 1927, has been forwarded for publication:

HONGKONG BRANCH—CHATER ROAD.

Working Account for the Ten Months Ended 31st December, 1927.

To Cost of Goods sold ...	\$27,624.80	By Sales ...	\$31,521.21
Wages ...	1,110.96	Balance being Loss on Working ...	1,000.05
Lighting & Heating ...	1,983.97		
Printing & Stationery ...	498.20		
General Expenses:—			
Repairs & Renewals, Laundry etc ...	1,310.74		
	\$32,527.86		\$32,527.86

KOWLOON BRANCH—PEKING ROAD.

Working Account for the Eight Months Ended 31st October, 1927.

To Cost of Goods sold ...	\$18,117.51	By Sales ...	\$20,430.52
Wages ...	690.10	Balance being Loss on Working ...	607.44
Lighting & Heating ...	684.86		
Printing & Stationery ...	645.26		
General Expenses:—			
Repairs & Renewals, Laundry etc ...	990.73		
	\$21,133.96		\$21,133.96

Y.M.C.A.—NAVAL AND MILITARY FUND.

Income and Expenditure Account for the Ten Months Ended 31st December, 1927.

December, 1927.

EXPENDITURE.	INCOME.
To Loss on Working Accounts:	
Hongkong Branch . . . \$1,000.65.	By Interest \$ 272.6
Kowloon Branch . . . 697.44 \$ 1,704.09	Donation towards Xmas Entertainment 160.00
Contributions to entertainment sub-committee (Including Xmas Entertainment): 2,362.81	Balance being Excess of Expenditure over Income for the ten months ended 31st December 1927 3,859.6
Contributions to Bathing Sub-committee 215.40	
\$ 4,282.30	\$ 4,282.30

BALANCE SHEET AT 31ST DECEMBER, 1927.

LIABILITIES.		ASSETS.	
Donations	\$15,910.50	Furniture, Fitting Crockery & Sundry Equipment at Cost	\$ 5,647.09
Donation for Radio fund ..	\$1,000.—	Stock of Provision, Cigarettes etc., at Cost	479.83
Less Expenditure to date ..	339.51	Cash:	
	660.40	On Fixed Deposit—H. & S. B. C.	\$5,000.00
		On Current A/C.—H. & S. B. C.	2,635.21
		C. on Hand	273.68
			8,908.83
Sundry creditors	2,324.43	Income & Expenditure Account:	
		Excess of Expenditure over Income for the ten months ended 31/12/27 as per a/c	3,859.01
			\$18,895.42

We report that we have audited the above Balance Sheet with the books and vouchers of the Y.M.C.A. Naval and Military Fund. We have obtained all the information and explanations we have required. No provision has been made for depreciation of Furniture, Fittings, Crockery and Sundry Equipment. Subject to the foregoing remarks, in our opinion, the above Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Fund's affairs, according to the best of our information and the explanations given to us and as shown by the books of the Fund. Hongkong, 17th February, 1928.

THOMPSON AND CO.
Chartered Accountants,
Hon. Auditors.

PEACE V. WAR.

CONFERENCES THE ORDER OF THE DAY.

Peking, Feb. 17.

The leaders on both sides seem to be more inclined for conferences than warfare at the present time.

In view of the alleged changed conditions, due to the Chenoweth conference, the Fengtien authorities are summoning all their leaders to Peking for a further conference.

It is semi-officially stated that serious hostilities are not likely in the north before March 1. In the meanwhile reports that various peace delegates are visiting each other continue.—*Reuter.*

SHIPPING DEAL.

COLUMBIA PACIFIC CO. BUY VESSELS.

To cope with their increased business, the Columbia Pacific Steamship Company, of No. 6, Des Voeux Road, Central, have purchased eleven vessels for operation between Portland and the Orient, the total cost of the steamers being \$31,005,000.

The local offices of the Columbia Pacific Company, which has been established in Hongkong for the past five or six years, received a telegram from head office in Portland yesterday notifying them of the United States Shipping Board's acceptance of their bid for eleven vessels which have been operated by the Oregon Oriental Line.

Mr. K. D. Dawson, who made the successful negotiations on behalf of the Company, is the Vice-President. Mr. F. H. Kirchhoff, the Oriental Manager will tour the East shortly to view conditions. The Company has offices at Kobe, Yokohama, Hongkong and Manila.

The vessels which the Columbia Pacific Company have purchased are the following:

Name of Vessel	Gross Tonnage	Net Tonnage
West Cadron	5,724	3,594
West Cayote	5,574	3,472
West Histon	5,374	3,343
West Holbrook	5,374	3,343
West Kader	5,570	3,468
West Niger	5,645	3,517
West Nomentum	5,652	3,522
West O'Rowa	5,376	3,343
Las Vegas	5,403	3,362
Oakridge	5,038	3,120
Wawaloona	5,076	3,120
Total ...	61,800	38,392

It is understood that half of this number will operate between Portland, Oregon and Northern China, calling at Japanese ports, while the remainder will ply between Portland and Manila via Japanese ports and Hongkong.

Thirty Nine Ships.

Washington, Feb. 17.
The Shipping Board has announced the sale of the three remaining Government-owned cargo lines on the Pacific coast, namely, the American, Australian and Orient Line, comprising 21 ships, and the Oregon and Oriental Mail Lines of eleven and seven ships respectively.—*Reuter's American Service.*

IRAQ INDEPENDENCE.

PARTY TO BE FORMED TO FOSTER CAUSE.

London, Feb. 17.

Muzahim Bey, the Iraq diplomat agent in London, has been recalled to Iraq, Jafar Pasha, who resigned the Premiership of Iraq on January 9, following the resignations of the Ministers of Finance and the Interior, on the publication of the terms of the Anglo-Iraq treaty, being reappointed agent in London.

"I am entirely in favour of the Anglo-Iraq alliance, but against the mandate and dead against the new treaty," declared Muzahim Bey in an interview with *Reuter*. He added that the mandate ought to be revoked, the capitulations abolished and a treaty concluded recognising Iraq's complete independence.

He emphasises that conscription was necessary in Iraq, which otherwise was "undefendable and he hoped that the lessons of the past would ensure the advance of the Arab cause. He expected to reach Baghdad by the end of March where he would immediately found a Nationalist Party.—*Reuter.*

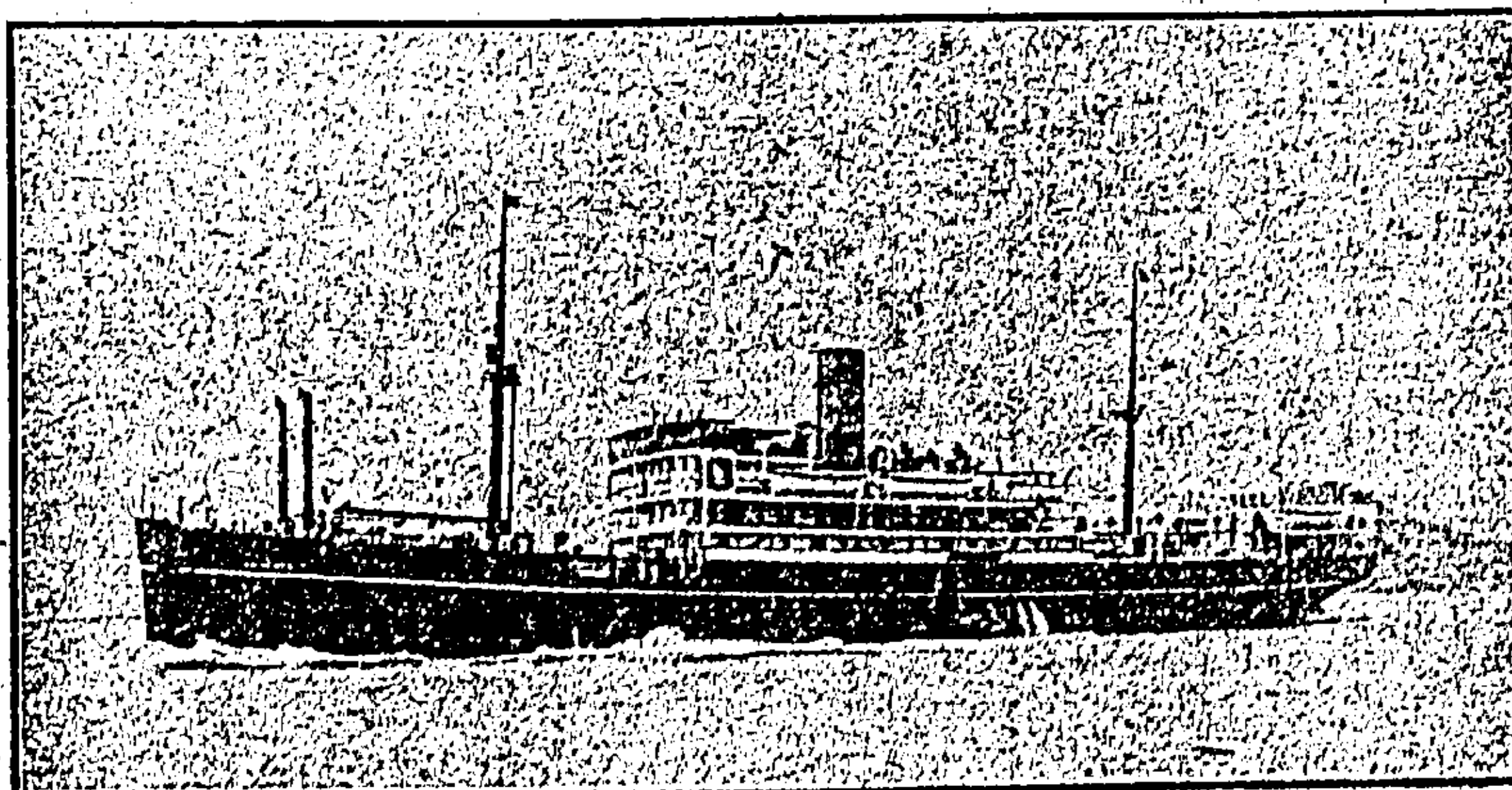
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG.

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S.S. "CHANGTE".

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R. M. DYER, B. Sc., M.J.N.A., Kowloon Dock, Hongkong.

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INSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
NELLORE	6,853	25th Feb.	Marseilles & London
KIDDERPORE	5,354	28th Feb.	Straits, Colombo & Bombay
MAEDONIA	11,120	3rd Mar.	Marseilles & London
ALIPORE	5,273	7th Mar.	Straits, Colombo & Bombay
KHIVA	9,135	10th Mar.	Marseilles, L'don & A'werp
KABEMIR	8,985	17th Mar.	M'ses, L'don, A'werp & Hull
MIRZAPORE	6,715	18th Mar.	Straits, Colombo & Bombay
KARMALA	9,128	24th Mar.	Marseilles & London
MANTUA	10,946	31st Mar.	Marseilles & London
KALYAN	9,144	7th Apr.	Marseilles, L'don & A'werp
MONGOLIA	16,504	14th Apr.	Marseilles & London
NAGPORE	5,283	21st Apr.	Marseilles & London
MOREA	10,953	28th Apr.	Marseilles & London
KASHGAR	9,005	12th May	Marseilles, L'don & A'werp
JEYPORE	5,318	19th May	Marseilles & London
MALWA	10,986	26th May	Marseilles & London
DELTA	8,097	9th June	Marseilles, L'don & A'werp
NOVARA	6,989	16th June	Marseilles & London
RANPURA	16,601	23rd June	Marseilles & London

*Passengers to Singapore only. Limited accommodation available for 2nd class passengers from Hongkong to London.

†Cargo only.

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Lyons, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TALAMBA	8,018	24th Feb.	S'pore, Penang & Calcutta
TILAWA	10,006	6th Mar.	S'pore, Penang & Calcutta
TALMA	10,000	20th Mar.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

*TANDA	6,656	2nd Mar.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	30th Mar.	Ireland, Townsville, B'hane
ARAFURA	6,000	4th May	Sydney and Melbourne.

*Calls Port Holland.

Regular Monthly Sailings from Hongkong to Japan and

Hongkong to Australia.
The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, H'k, Oahu, Cebu, Calcutta, Tawau, Timor, Darwin, or other ports en route as indicated on the following:
Frequent connections from Australia with the following:—
The Union S. S. Co's Steamers to the United Kingdom via New Zealand, (passenger San Francisco, etc.)
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers at Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TALMA	10,000	21st Feb.	Mojji, Kobe & Osaka
MIRZAPORE	6,715	21st Feb.	Mojji & Kobe
KALYAN	9,144	25th Feb.	Mojji & Kobe
MONGOLIA	16,504	2nd Mar.	S'hai, Kobe & Yoko
TAKLIWA	7,936	2nd Mar.	Amoy, S'hai, Mojji, Kobe & Osaka
ST. ALBANS	4,500	6th Mar.	Mojji, Kobe, Osaka & Yoko
NAGPORE	5,283	12th Mar.	S'hai, Kobe & Yoko
MANTUA	10,946	16th Mar.	Shanghai
ILAHORE	5,252	19th Mar.	S'hai, Mojji, Kobe & Yoko
MOREA	10,953	30th Mar.	S'hai, Mojji, Kobe & Yoko
ARAFURA	6,000	3rd Apr.	Mojji, Kobe, Osaka & Yoko
JEYPORE	6,318	10th Apr.	S'hai, Mojji, Kobe & Yoko
KASHGAR	9,005	13th Apr.	S'hai, Mojji, Kobe & Yoko
MALWA	10,986	27th Apr.	S'hai, Mojji, Kobe & Yoko
NOVARA	6,989	8th May	Mojji, Kobe, Osaka & Yoko
TANDA	6,656	8th May	S'hai, Mojji, Kobe & Yoko
DELTA	8,097	11th May	S'hai, Mojji, Kobe & Yoko
RANPURA	16,601	25th May	S'hai, Kobe & Yoko
NANKIN	7,058	4th June	S'hai, Mojji, Kobe & Yoko

†Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be

collected at the Co's Office up to noon on the day previous to sailing

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Motor Vessel "GLENAMOV" (Via Oran) ...	2nd Mar.
Steamship "GLENANDA" (Via Oran) ...	17th Mar.
Motor Vessel "GLENLUOE" (Via Oran) ...	4th Apr.
Motor Vessel "GLENGARRY" (Via Oran) ...	2nd May.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENLUOE" ...	2nd Mar.
Steamship "CARMARTHENSHIRE" ...	7th Mar.
Motor Vessel "GLENGARRY" ...	16th Mar.
Motor Vessel "GLENTARA" ...	6th Apr.

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